

EIGHTH  
ANNUAL REPORT

OF

THE DIRECTORS

OF THE

PENNSYLVANIA RAIL ROAD COMPANY,

TO

THE STOCKHOLDERS.

FEBRUARY 5th, 1855.



PHILADELPHIA :

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1855.



# DIRECTORS, 1855-1856.

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BY THE STOCKHOLDERS.

J. EDGAR THOMSON,	JOHN YARROW,
C. E. SPANGLER,	WM. R. THOMPSON,
GEORGE W. CARPENTER,	JOHN FARNUM,
WASHINGTON BUTCHER.	WILLIAM NEAL.

BY THE CITY OF PHILADELPHIA.

GEORGE HOWELL.

BY THE COMMISSIONERS OF ALLEGHENY COUNTY.

WILLIAM ROBINSON, JR.	THOMAS SCOTT.
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BY THE BOARD.

WILLIAM B. FOSTER, JR.

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PRESIDENT.

J. EDGAR THOMSON.

VICE-PRESIDENT.


WILLIAM B. FOSTER, JR.

TREASURER.

THOMAS T. FIRTH.

SECRETARY.

EDMUND SMITH.



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## ANNUAL MEETING.

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At the Annual Meeting of the Stockholders of the Pennsylvania Railroad Company, held at the Sansom Street Hall, on Monday, February 5th, 1855, Hon. Rob't T. Conrad was called to the Chair, and Samuel Elkin appointed Secretary.

The Annual Report of the Board of Directors was read.

Mr. Lewis Elkin presented the following Resolution, which was adopted :

*Resolved*, That the satisfactory Report of the Board of Directors as just read, be and is hereby accepted and approved by this meeting, and the same be published for the use of the Stockholders.

Mr. Samuel Jeanes called the attention of the meeting to a Resolution passed two years since, at an annual meeting of the Stockholders, in relation to the time of holding the annual election for Directors, when

Mr. A. J. Derbyshire presented the following Resolution, which was adopted :

*Resolved*, That the Board of Directors of the Pennsylvania Railroad Company to be elected this day, be and they are hereby directed to apply, at an early day, to the Legislature of this State for the passage of an Act whereby the election for Directors of said Company shall hereafter be held on the second Monday in March, in lieu of the first Monday in February, as at present existing.

On motion, adjourned.

R. T. CONRAD,

*Chairman.*

SAMUEL ELKIN,

*Secretary.*

# EIGHTH ANNUAL REPORT.

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Office of the Pennsylvania Railroad Company,  
Philadelphia, January 31, 1855.

*To the Stockholders of the Pennsylvania Railroad Company:*

The entire line of your road from Harrisburg to Pittsburg, was opened for business on the 15th of February, a few days after the date of your last Annual Meeting. Previous to that time, a continuous railroad communication between these places had been maintained by the use of twenty-eight miles of the Portage Railroad—a work constructed to pass the trade of the Pennsylvania Canal over the Allegheny mountains, and not adapted to passenger transportation. The increased speed upon New York and Baltimore lines at the close of the previous year, made it essential that we should also reduce the time occupied in passing over our route, or lose the Spring travel. To accomplish this in season, it was necessary to bring that portion of our road across the Alleghenies, into use before it was entirely completed. The objects secured by this premature opening, fully justified the increased cost and inconvenience of finishing the work, from the frequent interruptions to the forces employed, by the numerous trains traversing the road. The unfinished work consisted in the removal of slides from side cuttings, and in replacing others, that had occurred to a considerable extent

from some of the high embankments; together with the arching of the tunnel under the summit of the mountain, the roof of which had been previously made safe by supporting it with heavy timbers. These operations will all be completed during the ensuing month.

In conformity to the policy indicated in the Report of the Board, submitted at your annual meeting in 1853, the grading of the road bed for a double track was placed under contract, and the work pressed forward until early last autumn, when it was deemed prudent, in consequence of the difficulty of disposing of our permanent securities without sacrifices deemed injudicious by the Board, to stop all further operations, as far as it could be done consistently with existing contracts. Sufficient iron has been contracted for to lay four-fifths of the second track of the whole line, and eighty-nine miles of it has been laid on different portions of the road, distributed so as to accommodate the traffic to the best advantage. Upon that portion of the road crossing the Allegheny mountain, from Altoona to Johnstown, the double track has been made continuous. The amount of unfinished work on the second track is estimated by the Engineer at \$1,385,000. The cost of the whole road, with double track, will not materially, if at all, exceed the amount stated in the last Annual Report of the Board.

The arrangements of the Company for the transportation of freight are very extensive, and probably more complete than those of any similar enterprise in the country. They are as large as the necessities of the traffic of the road will require for several years, if the present policy of the State in restricting, instead of encouraging, trade within her borders, should be persisted in.

We anticipated and prepared for a large business during the winter and ensuing spring, which the short crop in the entire region from whence Philadelphia derives her Western trade, will, it is feared, prevent us from realizing. The crop of the northern portions of Indiana and Illinois, and of the States north



of these, is understood to be good, but the railways connecting us with that region are so inadequately supplied with motive power and cars, that they have drawn to us, as yet, but a very small portion of its products.

There are now upon the Pennsylvania Railroad:

115 Freight and Passenger locomotive engines.

36 wide Passenger cars, adapted to the Harrisburg and Lancaster, and Pennsylvania Railroads.

34 narrow Passenger cars, adapted to the Philadelphia and Columbia Railroad.

27 Emigrant cars.

15 Baggage cars, with Mail apartments.

9 do without do

1053 eight-wheeled House cars.

109 four do do

105 eight do Stock cars.

102 eight do Lumber and Iron trucks.

46 eight do Wood trucks.

90 four do Coal cars.

To the former facilities for passenger travel, a third through train was added soon after the opening of the Mountain Division, leaving Philadelphia at 1 P. M., and reaching Pittsburgh in 13 hours. The time of the 11 P. M. train westward is 15 hours, and of the 7½ A. M. train westward,—which stops at all the way stations,—17 hours. These trains pass over our road at a similar rate of speed *from* the west, but in consequence of the condition of the South track of the State Railroad, the time between Lancaster and this city is considerably increased. These trains seem to be ample to accommodate the through and local travel, except upon the Western Division of the road, where a local train between Blairsville and Pittsburgh has been run, arriving at the latter place early in the morning, and leaving it at the close of the day. This train has fully defrayed its expenses, and has proved to be a source of much public convenience. A passenger car in connection with a coal train, is also run from the city of Pittsburgh to Turtle Creek, a distance of ten miles,

every morning, and returns in the evening, for the accommodation of those residing in the vicinity of that city.

The speed of our passenger trains is greater than we originally intended, or true economy would seem to justify, if it was not necessary to meet competition with rival roads, and make up for the time lost in transferring passengers from New York to our Station in Philadelphia.

The tables appended to the Report of the Superintendent, will exhibit the earnings and expenditures of the road in much detail. It will be seen from them that the whole number of passengers carried during the year between Harrisburg and Pittsburgh, is equivalent to 157,100 passing over the whole length of the road. The number equivalent to through passengers last year was 131,237, showing an increase of 25,864, or nearly 20 per cent. The total earnings from passengers were \$1,292,581 18, and for the previous year, \$1,069,740 35—an increase of \$222,840 83. After deducting the tolls paid to other roads, (\$234,737 77,) the earnings from passengers on the Pennsylvania Railroad will be \$1,057,843 41.

The earnings from freight during 1854 were \$2,026,611 55, and for the previous year they were \$1,507,520 50, an increase of \$519,091 05—or  $34\frac{1}{2}$  per cent. If we take from the total freight earnings \$2,026,611 55, the amount paid for tolls on connecting roads (\$383,521 11,) there will remain \$1,643,090 44 for the Pennsylvania Railroad between Harrisburg and Pittsburgh.

The through tonnage has increased from 73,499 tons in 1853, to 92,551 tons in 1854, and the local tonnage from 86,133 tons in 1853, to 157,444 tons in 1854. The last amount includes 29,512 tons of gas coal shipped from Irwin's and Larimer's stations, (about 20 miles east of Pittsburgh,) to Philadelphia. The total tonnage moved during the year was 250,095 tons, against 159,632 tons in 1853—an increase of  $56\frac{6}{10}$  per cent.

The through travel and freight will increase with the growth of the West, and the facilities opened for their transportation to and from the western terminus of our road. Among these the

improvement of the Ohio river, to which we have referred in previous Reports, is by far the most important to this Company, and to the cities of Philadelphia, Pittsburgh and Baltimore. With the advantages of uninterrupted navigation upon this river, (except from ice,) very little freight would pass to the seaboard from the Ohio valley via the Lakes. This very important object, it seems to us, can only be accomplished through the agency of a company chartered by the States of Ohio, Indiana, Kentucky, Virginia and Pennsylvania, to convert the river into a slack-water navigation. To the stock of a Company formed to carry this plan into effect, the general government might become a subscriber, as formerly in the Louisville and Portland Canal; a work which has been attended with incalculable advantages to the whole country.

The increase in our local business during the past year has been large, arising chiefly from the circumstance that the completion of the mountain division has made the road continuous. Its further increase will be in proportion to the increase in the population of the territory tributary to the road. The resources of the country, both east and west of the mountain, are inexhaustible, and all that is required to develop them is the stimulus of cheap transportation to the seaboard. During the year just closed, our rates, including State tonnage tax, were reduced below a revenue standard upon coal and lumber obtained in the vicinity of the line, for the purpose of testing its effects upon the movement of these cheap and heavy products. The result clearly demonstrates that the business of the Company and the interests of the interior of the State would be greatly advanced by the removal of the restrictions unwisely imposed by the Legislature—but, subject to the present tax, further encouragement to the heavy traffic and increased facilities for its accommodation, will not be justifiable. The policy of restricting the public usefulness of your road by the continuance of the tonnage tax is worthy of the consideration of an intelligent legislature. It was originally imposed, not as a bonus for the charter, as contended by some, but as a means of protection to the transporters upon the Main

Line of public works, and its operation is, as it was intended, to limit the Company to a small business at high rates, instead of encouraging a large tonnage by low rates; thus *reversing the objects statesmen* usually seek when legislating for the interests of their constituents.

If the capacity and character of the Main Line were such as to protect the trade and develop the resources of the State, the policy which imposed this tax might have had some justification; but so far is this from the fact, that there is not an avenue of communication between the East and the West, upon which freight transportation is so expensive. The narrow dimensions of the canal, the great amount of lockage, the break of bulk and transshipment at Columbia, Hollidaysburg and Johnstown; the great elevation to be overcome, involving a total rise and fall nearly ten times as great as on the Erie canal, are circumstances combined, which render an attempt at competition for the Western trade, with more favored routes, entirely hopeless, unless such competition is maintained at a large annual loss to the public treasury—a loss *much greater* than the proceeds of the tonnage tax.

As an illustration of the effects of the tax, it may be stated that the demand for gas coal in the Eastern cities is about 250,000 tons per annum. The whole amount carried by the canal lines in 1854, was less than 25,000 tons, and this was chiefly carried as back loading for want of other freight. The transportation of coal upon the Pennsylvania Railroad would not have affected this business, (as the canal lines would have carried only as much coal as they required for back loading.) But for the purpose of affording an imaginary protection to a profitless traffic, the Pennsylvania Railroad Company is practically prohibited from engaging regularly in the transportation of gas coal, and the Columbia Railroad deprived of the revenues which would be afforded by its transportation; while foreign or neighboring States are permitted to supply the demand which could be readily met from the inexhaustible deposits of Western Pennsylvania. Experience has shown that, instead of preserving the

business to the Main Line by these discriminations in its favor, the through tolls paid by the transporters did not exceed \$135,000 during the past year—proving that they had no other influence than to enable rival routes outside the State, to compete successfully with the Pennsylvania Railroad Company for the trade of the West. The completion of the new road by the State, across the mountain, involving an expenditure for construction and equipment of fully two millions of dollars, will not cheapen the cost of transportation; as the whole receipts of the Main Line, from through business, exclusive of that portion used by the Pennsylvania Railroad Company for through business, will not, in our judgment, pay more than the interest on the cost of the new road, leaving nothing for the expenses of operating it, which, if the business could reach the amount anticipated by its projectors, would be found to be greater on the new road than on the old one, with proper management.

It is urged that the tax is a source of revenue, and that it must be continued on that ground. Apart from the injustice of imposing taxes which bear unequally upon the citizens of the State, and retard the improvement upon which the good of the country essentially depends, it would be far better to save the amount, and avoid useless expenditures by disposing of unprofitable works.

It is not creditable to the intelligence of the age to restrict the business of the only avenue through the State that can compete with the improvements of other States for the trade of the West, an avenue which is, at the same time, the principal feeder to the only considerable portion of the Main Line that does, *or ever can*, yield a profit to the Commonwealth. The Columbia Railroad as a source of revenue, has, the past year, contributed more than one-half to the gross receipts of the Main Line, and without the business of the Pennsylvania Railroad Company, even it would be a profitless work.

The stockholders of the Pennsylvania Railroad Company, as such, have no interests opposed to the continuance of the tax, other than those which are common to every citizen who desires



to witness the prosperity of the State and of her chief cities. Its repeal will largely increase the transportation of heavy articles at low charges, but it will not add materially to the net profits of the road. As the through rates are necessarily regulated by the competition of rival lines outside the State, it requires neither argument nor illustration to convince any one that the local trade must necessarily bear the chief burden of the tax—the through rates being generally below the standard of fair remuneration.

It will be seen from the statement of the Treasurer herewith submitted, that there has been received in payment from shareholders in the Capital Stock of the Company, up to January 1, 1855,						-	-	-	-	\$12,104,820 00
And from Loans,	-	-	-	-						6,691,773 54
“ Bonds and Mortgages, Ground Rents in Philadelphia and Pittsburgh,	-	-	-							247,111 11
“ Passengers, Freights, Mails and Expresses,										3,409,192 37
“ Surplus profits, after canceling interest charged to Construction,	-	-	-							287,431 41
										<hr/> \$22,740,328 43

Which has been expended as follows :

Graduation and Masonry, including Superstructure of Bridges, single track, -	\$7,048,886 02		
Superstructure, including Iron Rails, Chairs, Cross Ties, Ballast, &c., &c., single track, - - -	2,645,655 33		
Engineering, including Rod, Chain and Axemen, -	370,328 39		
Land Damages, Fencing, and Real Estate on line of Road, -	414,625 76		
Total cost of single track, ————	\$10,479,495 50		
Paid on Real Estate in Philadelphia, - - -	566,277 77		
“ “ Pittsburgh, - - -	353,000 00		
	<hr/>	919,277 77	
Graduation and Superstructure, second track, -		2,240,865 91	
		<hr/>	
Amounts carried forward,	\$13,639,639 18	22,740,328 43	

Amounts brought forward,		\$12,639,639 18	22,740,328 43
Machine Shops, Engine Houses and Shop Machinery, -	\$600,114 76		
Repair Shops, Machinery, &c., West Philadelphia, -	48,544 16		
Station and Ware-Houses, -	728,269 56		
Water Stations, -	82,279 03		
Locomotives, -	1,027,794 94		
Freight Cars, -	784,059 77		
*Passenger Cars, including cost of one-half of Columbia Railroad Line, -	216,034 33		
Rail and Hand Cars, -	31,760 23		
		3,518,856 78	
Telegraph Line, Altoona to Pittsburgh, -		14,247 57	
Subscription to Stock Ohio and Pennsylvania Railroad, -	300,000 00		
" Ohio and Indiana do -	300,000 00		
" Marietta & Cincinnati do -	650,000 60		
" Maysville & Big Sandy do -	100,000 00		
" Springfield & Mt. Vernon do	100,000 00		
Total subscriptions, -		1,450,000 00	
Transportation expenses, State, Harrisburg and Lancaster, and Baltimore and Susque- hanna Railroad Tolls, Inter- est on Notes, and Company's Stock and Bonds, Rents, Of- fice expenses, &c., &c., -	3,093,109 21		
Profits of Road after payment of interest and all other ex- penses, -	316,083 16		
Gross receipts of Road, -		3,409,192 37	
Bonds of Municipal and other Corporations, -	17,452 50		
Bills and Accounts Receivable,	277,107 77		
Balance in the hands of Trea- surer and Agents, -	413,832 26		
		708,392 53	
			22,740,328 43

\* Reduced this year below last, by credit of Profits of Columbia Railroad Line, and proceeds of sale of Depot, corner of Market and Eighteenth streets, owned by said Line.

The actual business of the Road during the year,			
as reported by the Superintendent, is	-	\$3,512,295	13
From which deduct tolls, &c., paid for the use			
of other Railroads, as follows :			
For Pennsylvania State Roads, -	\$394,257	20	
“ Harrisburg and Lancaster			
Railroad, -	-	182,205	87
“ Baltimore & Susquehanna do		37,111	43
“ Philadelphia City do		4,684	38
			<hr/>
		\$618,258	88
			<hr/>
Leaving business proper of Pennsylvania Rail-			
road, -	-	-	- \$2,894,036
			25
The cost of conducting the business of the Road			
for the year, including \$136,479 40 paid to the			
State as tonnage tax, is, -	-	-	1,431,659
			65
			<hr/>
Leaving net revenue of the Company from Road,	\$1,462,376	60	<hr/>

The profits of the Company during the past year, as shown by the Treasurer's report, after deducting \$670,301 53 interest paid to Stockholders, and \$353,840 73 on the mortgage bonds, &c, together with all other expenses, was \$316,083 16, which leaves, after canceling balance of interest account charged to cost of construction, surplus profits amounting to \$287,431 41, of which the Board have set apart \$100,000 for the commencement of a sinking fund for the redemption of the second mortgage bonds of the Company, to be increased annually by appropriations from the profits of the road.

The profits of the Company on its capital stock for the past year, including the amount invested in Western Railroads, second track and unproductive real estate, is about nine per cent., without allowance for depreciation of road and its machinery. It has generally been considered that the average annual increase in the business, and consequent profits of railroads, without a



corresponding increase of capital, is a sufficient offset to depreciation, until the resources of the country tributary to it are developed; at which time, in most instances, depreciation is met by the increased annual repairs of road and its equipment, and consequently, it is unnecessary to bring it forward as a charge against the business of each year. This position, in most cases, is doubtless true, and is eminently so in ours, if the charges for transportation should be kept at remunerative rates, and the road and its machinery maintained in full efficiency. These conditions are too often sacrificed by the managers of railroads to considerations of expediency, and the deficiency in net receipts supplied by an increase of debt or capital stock. Influences are continually operating upon Directors of railroads to reduce rates below the revenue standard, often yielded to from the eclat with which the increased gross receipts of a company (the result of this policy) is received. These advantages, when the object is to divert trade from rival routes, are enjoyed but for a short period, as they are immediately met by similar reductions, and each line suffers in its net profits, though they may be doing apparently a most prosperous business. The increased market price given to the stock of a company by large receipts, from which the general public estimate its value, is another inducement to unwise reductions of rates. Reductions have also been frequently made from ignorance of the cost of railroad transportation, resulting, in some States, in embarrassing legislative restrictions, which must necessarily affect the charges of competing lines.

With a view of agreeing upon general principles which should govern Railroad Companies in competing for the same trade, and preventing ruinous competition, a free interchange of opinions took place during the past year between the officers of the four leading East and West lines, and also with those of their Western connections. The influence of these conferences, it is believed, will be felt in reducing expenses, correcting abuses, and adding to the net revenues of the several Companies, while the public will be served with equal efficiency and greater safety. Instead of an army of drummers and runners, spread over the

country, and paid by each Company, an agent is now maintained at the joint expense of the four lines, at all important points in the West, to distribute bills and give unbiased information to the traveler. The propriety of continuing even this modified system is doubted, as the same amount expended in advertising more extensively through the Western press, will, it is believed, prove more advantageous to the Companies and satisfactory to the public.

Unavoidable delays in procuring legislative authority to increase the loans of the Company, prevented the Board from presenting to capitalists their second mortgage bonds, (issued to meet the demands for the second track and increased equipment,) until hostilities in Eastern Europe had assumed an aspect so serious that the capitalists of England—where our bonds had been chiefly disposed of heretofore—became alarmed, and declined for a time to invest further in American railroad and municipal securities on terms that were deemed satisfactory on this side. The gradual diminution and final cessation of remittances from Europe to invest in American securities, upon the sale of which the excessive importations of the country, for some years, had been based, and upon the supposed continuance of which further orders had been sent forward, rendered necessary the heavy shipments of specie we have witnessed during the past year, to meet the obligations thus created. The judicious and rapid curtailment of orders for foreign merchandise which immediately followed a knowledge of this condition of things appears to have soon restored the balance of trade; while the receipts of specie from California have continued to exceed the amount exported, leaving the country stronger in its circulating medium than it has ever been before. Under these circumstances we could not but anticipate at an early period a return of confidence. A failure of the crops in the West has tended to extend the duration of this pressure to a later period than anticipated, while it has at the same time reduced the receipts of the road. These influences upon the market will be, we think but temporary.

It is admitted that the existing embarrassments in financial and commercial affairs are largely due to the excessive expansions of credit throughout the Union in the various forms it assumes in the active business transactions of life. It is believed, however, that but for the causes referred to—aggravated as they have been by the frauds that have occurred in the management of some of the Eastern Railroads—no serious disturbance of confidence would have taken place until a later period. Although to some extent sufferers from the difficulties attending this condition of the money market, we cannot but feel satisfied that the general good will in the end be the result of the timely check placed upon many of the wild schemes of improvement that had been commenced and were maturing throughout the West, as well as in our own State. It is hoped that the lessons of the past will be a warning to capitalists to use greater discrimination in future in the investment of the means with which fortune has favored them. The Board has not deemed it prudent to press its second mortgage bonds upon the market, while it continued under the embarrassments to which we have alluded, preferring to curtail their expenditures to the lowest point practicable, consistently with existing contracts, and raise temporarily the means necessary to meet maturing obligations. The high credit enjoyed by the Company has enabled us to accomplish this object, without any material sacrifice, all of which has been met by the net receipts of the road, leaving still on hand a large surplus. Notwithstanding the heavy expenditures during the past year, the amount of our temporary loans exceed the cash and bills receivable only \$675,534.22—a small sum when the amount of the capital stock of the Company paid in is considered.

This Company has one million four hundred and fifty thousand dollars invested in the stock of Western railroads, three hundred thousand dollars of which is in the shares of the Ohio and Pennsylvania Railroad—a work that is now finished with a single track, and doing a business limited only by the equipment which has been provided for its transportation; three hundred thousand dollars in the stock of the Ohio and Indiana Railroad

Company, whose line was opened for use to its western terminus in November last, completing a continuous road of an uniform gauge from Pittsburgh to the Wabash valley at Fort Wayne. The business of this road has commenced very satisfactorily, and when a connection with Chicago shall have been effected by the completion of the Fort Wayne and Chicago Railroad, we have no doubt but that it will prove to be one of the most productive works in the country. It is regretted that the embarrassed condition of the money market, for the past year, has made it necessary to limit the progress of this extension to Chicago. We have viewed its early completion as of much importance to this Company and to the city of Philadelphia, connecting our road, as it will, by a chain of railways managed by Companies whose interests are similar, with the great centre of the commerce of the North-west—from whence finished railroads now diverge to the north, south and west, terminating at various points on the Mississippi river. An examination of the map, and the statistics of the trade and travel of the region tributary to Chicago, must satisfy the intelligent inquirer that the business seeking this route, not only to Philadelphia, but also to New York and Baltimore, as its shortest and best avenue to market, will be very large, and afford ample profits upon the capital invested in its construction.

One hundred thousand dollars was also subscribed to the stock of the Springfield, Mount Vernon and Pittsburgh Railroad Company, for the purpose of securing an early and a more direct and satisfactory connection with Cincinnati. Owing to some difficulties, as well as some mismanagement, the work on this road, which was started under such favorable auspices, has been suspended, after the completion of that portion of the line between Springfield and Delaware. Efforts are now being made in the wealthy region traversed by this road, with fair prospects of success, to remove the embarrassments under which it has been laboring; if this is accomplished, the work can be brought into profitable use in a short time. The chief object we had in view when extending aid to this Company will now, it is thought, be



attained through the still more direct line to the centre of Ohio and to Cincinnati, via the Steubenville and Indiana Railroad.

The remaining seven hundred and fifty thousand dollars was subscribed to the Marietta and Cincinnati Railroad Company, one hundred thousand dollars of which has since been transferred to the Maysville and Big Sandy Railroad Company, a part of a line to connect us with the south-west, through Lexington in Kentucky. Of the progress of the work upon the Marietta and Cincinnati Railroad we have no recent information, but it is understood that owing to the difficulties with which nearly all railroad companies have had to contend during the past year, operations above Marietta have been suspended; the whole available means of the Company being required to complete the road from Marietta to the line of the Cincinnati and Hillsborough Road, through which it is to connect with Cincinnati. In recommending a subscription to this work, the Board advised conditions that were rejected by the stockholders, which it is believed, had they met their sanction, and been complied with by that Company, would have proved highly advantageous to both parties. A connection between our road and the Marietta line can be made over the Pittsburg and Steubenville road, by extending the former from Wheeling, its present eastern terminus, to Steubenville, a distance of 22 miles. The increased distance to Marietta, via Pittsburgh, over the most direct line, will be less than 15 miles, while it gives to us the use of our whole road, and encounters no gradient exceeding the maximum used upon the Western Division. This Company has also endorsed the mortgage bonds of the Steubenville and Indiana Railroad Company for \$500,000. This work will be completed to Newark in a few days, from whence the Ohio Central Railroad is already in operation to Columbus, connecting it at that point with the net-work of railroads, extending thence into Indiana, and to Cincinnati. The Steubenville line presents the shortest practicable route from Philadelphia to the Great Central Region of the West, north of the Ohio river, and crosses that stream at

a point that offers unusual facilities for passing it, with a bridge built in conformity to the requisitions of the Supreme Court of the United States. The success and value of this work, when the whole line is brought into use, cannot admit of doubt. The uncompleted portions of the line extending from Pittsburgh to Steubenville, require only about \$280,000, (exclusive of the bridge over the Ohio river,) to prepare the work for its superstructure; it is hoped that the means required to complete this road, will be secured at an early date.

The melancholy duty has devolved upon the Board of announcing to you the decease of the late Treasurer of the Company, George V. Bacon, who passed from among us without any warning, on the 9th inst., having continued to fulfill the duties of his office, from the organization of the Company until a few hours before his death—nearly eight years. During this time it is not recollected that he was absent a single day from ill health.

To the character of a gentleman of unflinching integrity and elevated tone, Mr. Bacon united in an eminent degree that of a faithful, industrious and urbane officer. The highest eulogium that can be awarded to him as such is, that though stricken down without notice, in the midst of preparing his annual statement, no difficulty has arisen in completing his work—every entry upon his books having been made in that clear and satisfactory manner which characterized all of his transactions, nothing being left undone. The office of Treasurer has been filled by the appointment of Thos. T. Firth, late Secretary of the Company, whom the Board, from their intimate knowledge of his qualifications, has considered eminently fitted to fill the vacancy.

To supply Mr. Firth's place, Edmund Smith has been selected, a gentleman who entered the Engineer Department of the Company in 1847, and continued to discharge various responsible duties in that department until transferred to his present position, with much satisfaction to the Board and to his superior officers.

In conclusion, the Board have much pleasure in awarding to H. J. Lombaert, Superintendent, and his several assistants, the credit due to zealous, intelligent and faithful officers. The order and regularity maintained, and the freedom from fatal or disastrous accidents upon the Road, as well as the care and economy used in all the departments under the control of the Superintendent, attest the value of the services of these gentlemen as well as that of the officers and employees generally.

By order of the Board.

J. EDGAR THOMSON,  
*President.*

WM. B. FOSTER, JR.,  
*Vice President.*

# The Treasurer Reports

	<i>Dolls.</i>	<i>C.</i>
Amount received from Stockholders, in payment of Instalments, . . . . .	12,104,820	00
Amount received from Permanent Loans, . . . . .	5,307,846	79
Amount received from Passengers, Freight, Mails and Expresses, . . . . .	3,409,192	37
Temporary Loans, . . . . .	1,383,926	75
Bonds and Mortgages, and Ground Rents on Real Estate in Philadelphia and Pitts- burgh, . . . . .	247,111	11
Surplus Profits, after canceling Interest charged to Construction, . . . . .	287,431	41
	22,740,328	43
<b>AMOUNT EXPENDED.</b>	<i>Dolls.</i>	<i>C.</i>
EASTERN DIVISION.		
Graduation and Masonry, . . . . .	\$1,968,058	39
Superstructure, Ballast, Cross Ties, Iron Chairs, Rails, Spikes, Sills, Stationery, Printing and Incidentals, . . . . .	1,749,855	86
Engineer Department, . . . . .	163,177	99
Land Damages, Expenses, Real Estate, Right of Way, and Fencing, . . . . .	356,678	56
Real Estate in Philadelphia City, . . . . .	566,277	77
Machine Shops, Repairs Shops, Stations, Warehouses, and Water Stations, . . . . .	756,842	38
	5,560,890	05
WESTERN DIVISION.		
Graduation and Masonry, . . . . .	4,772,089	20
Superstructure, Ballast, Cross Ties, Iron Chairs, Rails, Spikes, Sills, Stationery, Printing, and Incidentals, . . . . .	1,204,529	90
Engineer Department, . . . . .	207,150	40
Land Damages, Real Estate, Right of Way, and Fencing, . . . . .	410,947	20
Machine Shops, Stations, Warehouses, and Water Sta- tions, . . . . .	453,683	17
	7,048,399	87
SECOND TRACE.		
Graduation and Masonry, . . . . .	785,280	77
Superstructure, Ballast, Cross Ties, Iron Chairs, Rails, Spikes, and Sills, . . . . .	1,455,585	14
	2,240,865	91
Foremen's Houses, &c., . . . . .	77,152	23
Telegraph Line, . . . . .	14,247	57
Shop Machinery, . . . . .	171,537	73
	262,937	53
Locomotives, . . . . .	1,027,794	94
Freight Cars, . . . . .	784,059	77
Passenger Cars, . . . . .	178,022	27
Columbia Rail Road Line of Cars, . . . . .	38,012	06
Road Cars, . . . . .	31,760	23
	2,059,649	27
Subscription to Marietta and Cincinnati Rail Road, . . . . .	650,000	00
Maysville and Big Sandy Rail Road, . . . . .	100,000	00
Ohio and Pennsylvania Rail Road, . . . . .	300,000	00
Ohio and Indiana Rail Road, . . . . .	300,000	00
Springfield, Mount Vernon, and Pittsburgh Rail Road, . . . . .	100,000	00
	1,450,000	00
Bonds of Municipal and other Corporations, . . . . .	17,452	50
Bills and Accounts Receivable, . . . . .	277,107	77
Transportation Expenses, State, Harrisburg and Lan- caster, and Baltimore and Susquehanna Rail Road Tolls, Interest, Office Expenses, Rents, &c., . . . . .	3,093,109	21
Profits of Road after Payment of all Expenses, . . . . .	316,083	16
	3,409,192	37
Gross Receipts of Road, . . . . .	413,832	26
Balance in hands of Treasurer and Agents, . . . . .	22,740,328	43

[ E. E. ]

GEORGE V. BACON, *Treasurer.*

*Philadelphia, January 1, 1855.*



# EIGHTH ANNUAL REPORT

OF

## THE CHIEF ENGINEER.

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Engineer Department, Pennsylvania R. R. Co.  
Philadelphia, January 9, 1855.

J. EDGAR THOMSON, ESQ.,

President Pennsylvania Railroad Company.

SIR:—The progress of operations in the Engineer Department during the past year has been retarded by the long continued period of financial depression with which the country has been visited, and from the influences of which no unfinished improvement has been exempt.

Relying upon the sale of the bonds of the Company for the means of completing the second track and depots, it was evidently best for the interests of the Company that the work should be prosecuted with reduced forces rather than submit to the alternative of sacrificing these securities or incurring a large floating debt. Under these circumstances, sound policy enjoined retrenchment; and instead of laboring for the early completion of the second track, attention was directed to a reduction of expenditures to the lowest limit practicable. The announcement of the fact that a smaller portion of double track has been laid in 1854 than was anticipated, will not therefore create surprise, and it should be a source of great gratification that the Pennsylvania Railroad has suffered much less than almost any other similar improvement, from the operation of the prevalent causes of embarrassment; every thing really essential to the accommodation of business has advanced steadily and without interruption. The

entire Mountain Division has been completed with double track, the more important sidings have been lengthened to 5000 feet, and at Harrisburg, Mifflin, and Pittsburgh, the double track has been extended for several miles.

In February, the last brick in the arch of the Allegheny Tunnel will be laid. This work has progressed slowly, and it was attended with many interruptions from the passage of the trains, which added considerably to the cost, but not in proportion to the advantages of keeping the track entirely unobstructed. It has now been brought nearly to a close with almost perfect exemption from accident or interruption of business.

It was a source of much gratification and an evidence of confidence that deserves to be appreciated, that while railroad securities elsewhere have been greatly depressed, those who had contracts for labor or materials on the Pennsylvania Railroad, and whose means would permit them to make the arrangement, agreed very generally to accept the stock and bonds of the Company at par in payment for work and materials at cash prices, rather than suspend operations, and a considerable amount of work has been completed on such conditions. Messrs. Lyon, Shorb & Co. agreed to furnish all the iron required for the iron bridges on the Juniata, and for buildings and other structures in the Engineer Department at cash prices, payable in the bonds of the Company at par. General Irvin, of Bellefonte, has offered to furnish all the iron required in the repair department on the same terms.

The extraordinary duration of the period of low water in the Ohio river during the past year has directed attention to the means of improving the navigation of this stream. A permanent six feet stage of water in the Ohio would place Pittsburgh at the head of the most extended inland navigation in the world and confer upon the City of Philadelphia benefits more substantial and permanent than the most lavish expenditure on western railroads could secure. The Lake trade has been supplied in a great degree from the Ohio valley; improve the navigation of this river, and the products of the extended region tributary to it

will find their cheapest outlet over the Pennsylvania Railroad and through Philadelphia.

It is not possible for Philadelphia to present sufficient inducements to divert the trade, when once afloat upon the lakes, from New York, which is its natural market, but this trade, or a large portion of it, may be secured before it reaches the lake ports, and to this object the attention of Philadelphia should be directed. It is in this connection that the completion of the trunk line to Chicago, and its operation under the control of Philadelphia influences is particularly important. This road taps all the north and south lines which constitute the feeders of the lake trade, and under circumstances which afford a reasonable prospect of diverting a large portion of it to the Pennsylvania Railroad. The relations of the Fort Wayne and Chicago Railroad with the roads west of Chicago are of the most friendly character, affording a guarantee of an extensive business from this source. I have in a former report expressed the opinion that of all our western connections this line was the most important, and this opinion has not yet been changed. By referring to the table which accompanies this Report it will be perceived that the cost of the road, completed with double track and outfit, as estimated last year, will be \$16,830,000, which exceeds the former estimate \$175,000. On the Mountain Division the cost has been increased \$45,000, chiefly owing to the increased cost of arching the Allegheny Tunnel, and not interfering with the passage of the trains. On the double track the estimate has been increased \$130,000, to include 12 miles of third track not previously estimated, 9 miles of which are completed. These two items fully explain the excess of cost.

About \$150,000 have been charged to construction by the Transportation Department, for removing slides, sloping cuts, and widening embankments, items which in former estimates it was not expected to include in the cost of the road. The treacherous character of the material found in the coal measures renders it expedient to remove much more than would be required in rocks less subject to changes from atmospheric in-

fluences, and there is no doubt that more of this work has been done than could be considered properly chargeable to maintenance of way. It is difficult at all times to draw the line where charges to Construction should cease and Transportation carry the whole burden: but I have no doubt the road is now better sloped, ditched, and prepared for business, than any other similar work at the same length of time after the commencement of operations, and such charges hereafter will no doubt cease or be reduced within very narrow limits.

I have not considered it expedient to include any new estimate for equipment. The expenditures for this object are not directed by the Engineer Department; they will be dependent upon the tonnage carried, which will be determined by the future policy of the Legislature in reference to the tax on tonnage.

It has been claimed in several official documents recently addressed to the Legislature and to the people, that the tonnage tax is the result of an agreement in the nature of a contract between the Pennsylvania Railroad Company and the Commonwealth, and that it was accepted as a consideration for valuable privileges granted to the Company. It is strange that such opinions should be entertained at the present day in the face of facts with which every one acquainted with railroad traffic should be familiar. It is certain that if the Company should confine their operations to a single track, carry only passengers, mails, and perhaps a single train of express freight, they could reduce expenses more than 50 per cent. below the present limits, and earn larger net profits than the Stockholders will probably receive from the additional business of heavy freight at low rates. The transportation of heavy freights is an accommodation to the public, not to the Company or its stockholders, as such. The road was not built for the purpose of earning large dividends; profit was but a secondary object. The primary and most important consideration was the increase of the business of our great cities, the development of the resources of the State, the protection of our citizens against rival interests. These objects are effectually defeated by the tax, and that too without the most

remote advantage to the State works. The Pennsylvania Canal is the most expensive channel of communication between the East and the West, and cannot carry heavy freights sufficiently cheap either to encourage their production or protect them from the grasp of rivals.

If the Pennsylvania Railroad Company is not permitted to carry gas coal, lumber, and similar articles, without the prohibitory tax of \$1 per ton, half a million tons of these articles must remain in the forests or the mines, which under a more intelligent policy would give employment to thousands of our citizens and add greatly to the wealth, population and resources of the State.

I have alluded to this subject thus briefly, because, if the tax is not repealed, no increase of equipment will be requisite; the road has already more than sufficient for all the business which it would be to the interest of the stockholders to accommodate, but if the tax should be repealed and permission thereby given to consult the accommodation of the public by transportation at low rates, double the present amount may not be sufficient. Any estimate at this time would be purely conjectural.

The following table has been prepared to correspond in form with those of previous reports, that the difference in the same items may be readily distinguishable. During the past year, settlement has been made of the final estimates of all the sections upon the Mountain Division with the exception of the Allegheny Tunnel, the contract for which will be entirely completed in a short time.

The following items not being included in the original estimates, are omitted in the accompanying tabular statement:

The Indiana Branch, extending from Blairsville to Indiana, the county town of Indiana County.

The cost of surveys for the Uniontown Branch.

The depot lots in the City of Pittsburgh.

The real estate in the City of Philadelphia.



## ESTIMATED COST OF WHOLE ROAD, INCLUDING DOUBLE TRACK.

DIVISIONS.	NAME OF ACCOUNT.	Last Estimate.	Present Estimate	Amount Paid.	Total Estimated Cost.
Eastern Division, including Hollidaysburg Branch.	Graduation and Superstructure, - - - -	3,660,000 00	3,660,000 00	3,660,000 00	
	Engineering, - - - -	145,000 00	145,000 00	145,000 00	
	Damages and Real Estate, - - - -	245,000 00	245,000 00	245,000 00	
	Totals,	4,050,000 00	4,050,000 00	4,050,000 00	4,050,000 00
Mountain Division, Altoona to Viaduct, A. P. R. R.	Graduation and Superstructure, - - - -	2,615,000 00	2,660,000 00	2,638,000 00	
	Engineering, - - - -	50,000 00	50,000 00	50,000 00	
	Damages and Real Estate, - - - -	35,000 00	35,000 00	35,000 00	
	Totals,	2,700,000 00	2,745,000 00	2,723,000 00	2,745,000 00
Western Division, including Blairsville Branch.	Graduation and Superstructure, - - - -	3,225,000 00	3,225,000 00	3,225,000 00	
	Engineering, - - - -	115,000 50	115,000 00	115,000 00	
	Damages and Real Estate, - - - -	110,000 00	110,000 00	110,000 00	
	Totals,	3,450,000 00	3,450,000 00	3,450,000 00	3,450,000 00
<b>Total Cost of Road,</b>					
Double Track, Harrisburg to Pittsburgh.	Graduation, Superstructure, &c., - - - -	3,465,000 00	3,595,000 00	2,209,865 95	10,245,000 00
	Total Cost of Road, exclusive of outfit, Outfit as estimated last year, - - - -				13,840,000 00
	Total Cost of Road, including outfit, Estimated last year, - - - -				2,990,000 00
	Estimate increased.				16,830,000 00
					16,655,000 00
					175,000 00

The work completed under the charge of the Engineer department during the year 1854, is as follows :

First Division, which consists of work done at Philadelphia, under the supervision of Edmund Smith, Principal Assistant Engineer. At West Philadelphia, temporary buildings have been erected for the repairs of cars and protection of the workmen. The sidings have been extended, straightened, and made to conform to a general plan for the improvement of the property ; the aggregate length of sidings at this point now amounts to 9,300 feet.

A new office has been erected for the Superintendent of the shops, from the old material from the Market Street Depot.

Surveys have been made for a coal road connection with the Gas Works and with the Delaware front, an object of much importance if the coal business is to receive encouragement.

Surveys have been made, and plans prepared, but no final decision has yet been given upon the subject, of street grades at West Philadelphia ; the whole matter, it is understood, will be referred to the Board of Surveyors to be appointed by the City Councils.

The Passenger Station, at Eleventh and Market streets, was opened for use May 20th, and has been found to be very convenient in its arrangements.

The old buildings at Thirteenth and Market streets were altered, and are now used for freight offices, for which they are well adapted.

Operations at the Depot at Thirteenth and Market streets, were commenced July 5, and the whole building was under roof Dec. 15th. The cellar under this Depot is the largest in the city, containing 32,200 square feet, with dray-ways of gentle inclination. The arrangements of this Depot are very convenient, and its size is probably larger than that of any other City Depot in the United States, containing 92,750 square feet, which is 10,580 square feet more than the Depot at Pittsburgh. The cast-iron turntable planned by Mr. Smith is a very creditable piece of mechanism ; it cost but little and works admirably. The marble front

of the High School has been carefully stored away until an opportunity for selling it is afforded.

Mr. Smith, in addition to his duties as Assistant in the office, in charge of all the accounts of the department, has acted as architect, and superintended the construction of all the buildings of the Company at Philadelphia ; his varied talents and close application to business, have rendered his services of much value ; his recent appointment as Secretary of the Board, is an evidence that his qualifications are appreciated by the Directors of the Company.

The Second Division, embracing the work between Harrisburg and Altoona, has been under the charge of George R. Mowry, First Assistant Superintendent, who also acted as Principal Assistant in the Engineer Department. Mr. Mowry reports as follows :

“The double track from Harrisburg to Rockville, a distance of five miles 867 feet, has been in operation throughout the year. from this point to the Rope Ferry, below Millerstown, all operations upon the second track were stopped ; the embankment below Millerstown was finished early in the spring, and the ballasting between Millerstown and the 38th mile post, above Thompsonstown, was completed, except about  $1\frac{1}{2}$  miles, which is on the ground, but requires breaking preparatory to laying the superstructure.

From the 38th to the 42d mile post, there will be an expenditure of \$7,200 required for grading and ballasting, to prepare the whole distance, from Millerstown to the bluff below Lewistown, for the superstructure.

During the fall, the second track has been laid from the 42d mile post to Mifflin, a distance of seven miles, which is now in use. There are now required but ten miles to complete the second track between Millerstown and Lewistown, a distance of  $27\frac{1}{2}$  miles, the cost of which will be about \$16,000, not including the cost of the iron. I would recommend this to be finished as soon as practicable, as it is much needed for a passing place for the trains.



Between Lewistown and Huntingdon no work has been done on the second track, except to lengthen the sidings at Anderson's, McVeytown, Manayunk, Newton Hamilton, and Mill Creek ; at all these places the grading and ballasting has been done for the purpose of extending the sidings (which are parts of the second track) to a mile in length.

The grading and ballasting from Huntingdon to Petersburg, except at the upper end of Huntingdon, is finished, and that yet to be done will be completed early in the spring ; from Petersburg to Spruce Creek the grading and ballasting will be finished in the spring. A new double track truss iron bridge has been erected over Shaver's Creek, at Petersburg, and the truss for a double track bridge over the Juniata, at Neff's, is framed and ready for raising. By the 1st of June, the whole road may be ready for use from Huntingdon to Spruce Creek, giving a distance of thirteen miles for passing of trains.

From Spruce Creek to Krotzer's Bridge, above Tyrone City, a distance of nine miles, the grading and ballasting will be completed early in the spring ; except the bridging, there is but the tail walls at the bridge at Ironsville yet to finish. An iron boiler-plate bridge, of two spans of fifty feet each, has been put up in place of the temporary bridge at Lower Tyrone, and the work nearly finished on one for the bridge at Krotzer's. The bridging on this part of the road is heavy, estimated to cost \$64,986.

The grading between Krotzer's Bridge and Altoona is now nearly completed, the embankment between Blair Furnace and Altoona being the only portion yet unfinished. The ballasting on this portion of the work is not provided for. This should be proceeded with as soon as the weather becomes settled in the spring.

New Water Stations have been erected at Susquehanna, five miles above Harrisburg ; at Newport, Tuscarora, and at Blacklog, below Lewistown Narrows ; a reservoir at Jackstown, and one at Mapleton. New stations will be required near Newton Ham-

ilton, at Mapleton, at Mill Creek, and at Tipton, the cost of which are included in the general estimate.

A new Passenger Station and Warehouse have been completed at Hollidaysburg, to accommodate the business at that point.

There is but one foreman's house yet to build to complete the number required for the single track."

The work under charge of Thomas Seabrook, Esq., forms a third division, extending from Altoona to the west end of the Allegheny Mountain Tunnel. It embraces the ballasting and laying of second track on the eastern slope of the mountain; the building of engine house and machine shops and hotel at Altoona; the arching of the tunnel, and the removal of loose material from the slopes. The south track on the eastern slope has been laid with a very heavy U rail of 74 lbs. to the yard, secured to the joints by splies of five feet long. It forms a very perfect track. Much credit is due to Mr. Seabrook for his success in conducting the operations at the tunnel without accident or detention of the trains.

The fourth division of the work has been under the charge of Wm. W. Wright, Esq. It includes the double track operations between the west end of the tunnel and Pittsburgh, also the Indiana Branch and the buildings at Pittsburgh;  $27\frac{1}{2}$  miles of second track and  $2\frac{3}{4}$  miles of third track have been laid this year, making 47 miles of second track on this division.

Between Brinton's and Stewart's the grading is all done, with the exception of a small amount at Dixon's coal bank, and about half the distance ballasted. A siding 1000 feet long, at Keifer's, at the foot of the steep grade westward from Barclay's summit, is the only work that was done this season between Stewart's and Greensburg.

From Latrobe to Blairsville Intersection, with the exception of sections 44, 45 and 46, the road is ballasted and ready for the rails. On this part of the line, the work had been suspended, but as the Contractors were anxious to finish, and willing to take their pay in stock at par, they were allowed to go on and finish

it. The grading at Blairsville Branch is completed. Little has been done between the Intersection and Johnstown, with the exception of the necessary lengthening of some sidings. A short siding has been graded opposite the Cambria Iron Works, and is now ready for the rails.

The Western slope was finished on the 1st of December, and ready for the cars at that time. The heavy and expensive sloping of some of the deep cuts delayed for two or three months, the completion of this work.

Good substantial stone reservoirs, 26 feet in diameter and 12 feet high, have been built at Cresson, and at some other points. These reservoirs are located near the road, and the engines are supplied directly from them by a 6-inch pipe. Others of the same kind were commenced at Derry and Mineral Point, but the work on these was suspended in November.

The dam on Coal Run, at Irvin's, has been rebuilt, and a good dam, capable of holding a large body of water, built at Manor station.

At Florence, Summer Hill and Portage, wooden tanks were set up and temporary houses erected to protect them. At all these places there is an abundant supply of water at all seasons of the year. These additions to the supply of water were found to be indispensable. The through freight station (Duquesne Depot) at Pittsburgh, will be completed in about two months. The prevalence of the cholera here last summer delayed the work at least a month. This depot is 664 feet long and 110 feet wide, under one roof, without intermediate support; it has a double track railroad extending the whole length, a platform for drays on each side of the road, and a cellar under the whole building,

The western wing of the Machine Shop at the outer depot is completed, and has been in use since November. The Engine House will be completed in a few weeks.

One half of a brick Warehouse, 150 feet long and 40 feet wide, is just completed at Greensburg. The grading and masonry on sections 1, 2, 3, 12, 13, 14, 15 and 16, of the Indiana

Branch, are finished, and the final estimates returned. The foundations for the Station House at Indiana are in, and all the grading of depot ground required at this time, finished. The grading and masonry on the remaining sections is more than half completed.

The cost of the sections finished exceeds the original estimate, in consequence of the unusual proportion of solid rock in the cuts, the necessity of reducing the slopes and of removing slips from the side hills, and of finishing this work at a period of unusually high prices of labor and provisions.

Mr. Wright having accepted the appointment of Chief Engineer on the Memphis and Charleston Railroad, Mr. Seabrook will take charge of the remaining work on this division.

The topographical surveys for the purpose of completing accurate maps of the country contiguous to the road, have been conducted by J. P. Lesley, Esq. As this work was not urgent, leave of absence was granted to Mr. Lesley, and the operations suspended for a period of four months, during which time no expenses were incurred.

Respectfully submitted,

H. HAUPT,

*Chief Engineer.*

# REPORT

OF THE

## SUPERINTENDENT OF TRANSPORTATION.

Office of Superintendent of Pennsylvania R. R. Co.

Altoona, January 1st, 1855.

To the President and Directors of the  
Pennsylvania Rail Road Company.

GENTLEMEN: The Annual Report of the Transportation Department, for the year ending December 31st, 1854, is herewith respectfully submitted.

The Total Receipts, from all sources, are as follows, viz :

From transportation of freight, motive power tolls, and tolls on individual cars, - - -	\$2,020,733 99
From Passengers on Pennsylvania Rail Road and connecting lines, - - - -	1,153,388 60
From Emigrants, - - - -	121,897 92
From Adams & Co.'s Express, - - -	39,914 07
From United States Mails, - - -	72,764 88
From rents of foremen and workmens' houses, &c.	21,670 86
From individuals and corporations, - -	40,240 38
From sundries, - - - -	41,684 43
Total receipts,	\$3,512,295 13

Brought forward,                   \$3,512,295 13

The Total Expenses are as follows, viz:

Motive Power department,       -	\$453,516 96	
Conducting transportation department, including tolls paid to Columbia, Portage, Harrisburg and Baltimore and Susquehanna Railroads, (amounting to \$618,358 88,) and tax paid the commonwealth, (\$136,479 40,)       -       -	1,247,623 48	
Maintenance of way department,	181,717 01	
Maintenance of cars department,	167,061 08	
	<hr/>	\$2,049,918 53
		<hr/>
Leaving net receipts,		\$1,462,376 60
		<hr/> <hr/>

The Balance Sheet is as follows, viz:

TRANSPORTATION DEPARTMENT, DR.

To amount of stock on hand, January 1st, 1854,       -       -	\$144,812 31
To amount of bills during 1854,	2,011,048 06
To amount of pay rolls,   do.	1,067,142 44
To amount of receipts from all sources, during 1854,       -	3,512,295 13
	<hr/>
	\$6,735,297 94



## TRANSPORTATION DEPARTMENT, CR.

By amount of—

Motive power expenses for 1854,	\$453,516	96
Conducting transportation, -	1,247,623	48
Maintenance of Way, -	181,717	01
Maintenance of Cars, -	167,061	08
Charged to construct'n & equipm't	920,578	17
Receipts from all sources for 1854,	3,512,295	13
Road and shop stock on hand Jan.		
1st, 1855, - -	252,506	11
	<hr/> \$6,735,297 94	

Detailed statements, exhibiting each item of expense, will be found accompanying, and marked as follows, viz :

Conducting Transportation, Passenger Department.

Conducting Transportation, Freight Department.

Motive Power Department.

Maintenance of Cars Department.

Maintenance of Way Department.

Construction and Equipment (in connection with Transportation Department) Eastern and Western Divisions.

A detailed statement, exhibiting each item of Receipts, will also be found accompanying and headed "General Statement," "Freight and Passenger Receipts," &c., &c.

The Reports of the First and Fifth Assistant Superintendents, the former having charge of the Road Repairs from Harrisburg to Altoona, and the latter from Altoona to Pittsburgh, embody all that I have to suggest in this department. Both these gentlemen are Civil Engineers by profession, and have (in addition to their duties in this department) been entrusted, by the Chief Engineer, with the construction of portions of the double track, the details of which will be found in his Report.

The Report of the Second Assistant Superintendent, who is entrusted with the special oversight of the Motive Power Department, also embraces the views entertained of this Department by the Superintendent, and to the suggestions therein contained,

your attention is especially invited. In addition to the tabular statements already enumerated, there will also be found accompanying this Report the following statement, furnished by the General Ticket Agent, viz :

“Annual Statement of Passenger Receipts, from each Station on Pennsylvania Rail Road, Harrisburg and Lancaster Rail Road, and Columbia Branch Railroad, and Foreign Stations, for 1854.”

“Passengers carried *from* and *to* each Station, on the Pennsylvania Rail Road, east and west, also from Foreign Stations.”

“Passenger mileage.”

From the Chief Clerk of the Freight Department,

“Statement of tonnage *from* and received *at* each station, for the year, and a statement containing general information from books of freight, of tonnage, mileage, State tax, receipts for freight, &c., &c.

From the Chief Clerk of the Motive Power Department,

“Statement of mileage and expenses of engines.”

The Reports of your Superintendent hitherto, have contained no suggestions for extending the facilities for conducting business operations at stations on the line of the Pennsylvania Rail Road, the Construction Department having in charge the erection of such buildings and other fixtures as were originally contemplated. These, in a great measure, have been completed, but the development of the local business still requires increased facilities for its accommodation.

Many points, originally considered of secondary importance for freight and passengers, may now be ranked with those of the first class, the most prominent of which are Newport, Perryville, Mifflin, Altoona and New Florence. Johnstown, also, has become of much more importance, in consequence of the extensive im-



provements of the Cambria Iron Company, at that point. I would therefore recommend to your consideration, the necessity of erecting new Freight Depots at Johnstown, Altoona, Perryville and Newport, and suggest the expediency of placing New Florence, Mifflin, Perryville, Millerstown and Newport, amongst first class agencies.

On the 15th of February, the Mountain Division of the Road was opened for the general business of the road, thus bringing the entire line of the Pennsylvania Rail Road into use. The working of this division, particularly the high gradient, has been attended with results much more satisfactory than were generally anticipated, the trains passing over it with as great regularity as upon other parts of the road.

The Assistant Superintendents, and the various officers entrusted with positions of responsibility and trust, have (with few exceptions) devoted themselves to their duties and to the interests of the Company, with a zeal that entitles them to your continued confidence, and places me under renewed obligations for their assistance in superintending and directing the affairs of this department.

All of which is most respectfully submitted,

HERMAN J. LOMBAERT,  
*Superintendent.*

# REPORT

## OF THE

### FIRST ASSISTANT SUPERINTENDENT.

Altoona, January 1st, 1855.

H. J. LOMBAERT, ESQ.,

Superintendent of the Pennsylvania Rail Road.

SIR:—During the past year there have been brought into use and operated as double track, that portion of the road extending from Harrisburg to the east end of the Susquehanna Bridge, a distance of five miles 867 feet, and that portion extending from near the forty-second mile post to the forty-ninth mile post, at Mifflin, a distance of 7 miles, making 12 miles 867 feet used as a regular double track road.

A majority of the sidings, which are parts of the second track, have been lengthened during the year; the following statement will show the whole amount of second track permanently laid on the eastern division, at this date:

Harrisburg to Susquehanna bridge,	-	5 miles	867 feet.
West end of Susquehanna bridge,	-		3394 “
Cove station,	- - - -	1 “	85 “
Duncannon,	- - - -		744 “
Aqueduct,	- - - -	1 “	452 “
<hr/>			
Carried forward,		8 miles	262 feet.

	Brought forward,	8 miles	262 feet.
Bailey's, - - - - -		1 "	433 "
Newport, - - - - -		1 "	68 "
Millerstown, - - - - -		1 "	2584 "
Thompsontown, - - - - -		1 "	
Tuscarora, to about fiftieth mile post,		7 "	3000 "
Lewistown narrows, - - - - -			1600 "
Lewistown, - - - - -		1 "	
Anderson's, - - - - -		1 "	533 "
McVeytown - - - - -			4900 "
Manayunk, - - - - -			2463 "
Newton Hamilton, - - - - -		1 "	
Mount Union, - - - - -			1937 "
Mill Creek, - - - - -			4960 "
Huntingdon, - - - - -			1321 "
Petersburg, - - - - -			4080 "
Spruce Creek, - - - - -			3073 "
Birmingham, - - - - -			1780 "
Tyrone, - - - - -		1 "	3161 "
Krotzer's, - - - - -			700 "
Fostoria, - - - - -			4591 "

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30 miles 4486 feet.

The distance from Harrisburg to Altoona is 131 miles, leaving 100 miles of second track yet to lay, to complete it through the whole length of the Eastern Division.

The grading of the road between Millerstown and the bluff below Lewistown, is completed, except a short piece between Thompsontown and Tuscarora; I have estimated that \$16,000 will grade, ballast and lay the track yet required to give us a double track from Millerstown to Lewistown, a distance of  $27\frac{1}{2}$  miles; as the short distance of 7 miles of double track we have from Tuscarora to Mifflin is too short to be of much practicable benefit, I would recommend to your consideration the immediate completion of that portion of the road between those points.

The following is a list of sidings proper, now laid, and the number of feet lineal that will be required upon the finishing of the double track :

			Feet laid.	Feet required.
Harrisburg,	-	-	11,400	3,600
Rockville,	-	-	500	
Duncannon,	-	-	740	260
Newport,	-	-	500	1,200
Millerstown,	-	-	1,200	
Perryville,	-	-	690	1,000
Mifflin,	-	-	3,608	3,000
Lewistown,	-	-	830	770
McVeytown,	-	-	342	258
Newton Hamilton,	-	-	190	
Mount Union,	-	-	756	244
Mapleton,	-	-	192	308
Mill Creek,	-	-	600	400
Huntingdon,	-	-	520	480
Petersburg,	-	-		1,000
Barree,	-	-	500	
Spruce Creek,	-	-	500	
Lower Tyrone,	-	-	621	
Upper Tyrone,	-	-	1,291	500
Tipton,	-	-	1,320	500
Fostoria,	-	-	615	
Bell's Mills,	-	-		500
			<hr/>	<hr/>
			26,915	14,020

There are laid at Altoona, sidings and tracks on the Company's grounds, 23,421 feet, exclusive of the double main track and Holidaysburg Branch Road.

According to instructions received from you, all the grading for the second track, between Harrisburg and Huntingdon, was suspended early in the spring, except at points where it was necessary to extend the sidings and at the bluff below Lewistown ;

this point has always been the most objectionable piece of road between Harrisburg and Altoona.

This work would have been finished by the end of the year had not the season been so sickly, that during the latter part of the summer and through the fall it was impossible to keep the necessary number of men on the work; by the first of April, at farthest, I expect to have the new track in operation.

Operations on the second track, from Huntingdon to Altoona, have been in charge of the Chief Engineer, whose report will show the progress of that work; during its progress there has been no interference in the regular business of the road, all changes of track and renewal of bridges have been done in a manner so as not to detain the trains in their regular passage over the road.

I call your attention to the immediate necessity of laying a portion of second track east of Altoona, say as far as Fostoria, a distance of eight miles; the grading of this portion of the road will, in another month, be finished, and will be ready for the ballasting throughout; the cost of finishing this portion of the second track, exclusive of the cost of iron, the cross ties being on hand, will be as follows:

Ballast,	-	-	-	-	-	\$14,200
Iron Chairs and Fastening,	-	-	-	-	-	3,500
Laying Track,	-	-	-	-	-	3,000
						<hr/>
						\$20,700

The road-bed of the first track has now become permanently settled, no labor being required to keep up the embankments; the expenditure for this purpose, for the first two or three years, was heavy, but is now entirely stopped; the expenditures for the same purpose, on the second track, will not be so large, as many of the banks were carried up to their height at the same time the first track was graded, and others have been graded for the past two years.

The ditching has become a small item in the expenditures of the maintenance of way department; a general cleaning out in

the spring and fall, and occasionally after heavy showers, is all they now require.

The ballasting that has been required has been done by the regular force upon the division; this is an item that will soon be of but small account—the road-bed once completely settled, and the ballast full to the top of the ties, no expenditure on that account will be required for years.

During the year, about 18,000 cross ties have been used in renewal; the road has been in operation about four and a half years; in that time there have been used for renewal about 28,000 cross ties, or about ten per cent. of the whole number have been renewed.

There have been about 1,000 feet of the rails removed, being worn so much that they had to be renewed; the iron is generally in a good state and stands the traffic well; the chairs prove themselves sufficiently strong—none breaking from use.

All the curves have been further secured, by using half-chairs in the middle of the outer rail, and by extra spikes.

The bridges are all in good condition, the Susquehanna bridge will require a new coat of paint as soon as the weather, in the spring, will permit; a new iron truss bridge has been erected over Shaver's Creek, and an iron boiler-plate bridge over the Juniata, at Lower Tyrone.

During the year, new sidings have been put in at the following places: at Rockville, for the accommodation of the business going on to, and coming off of the Dauphin and Susquehanna Railroad; at Robison's, below Birmingham; at Blair Furnace, and at Hollidaysburg. Nearly all the sidings along the road have been lengthened during the year.

New Water Stations have been erected at Susquehanna, five miles above Harrisburg, at Newport and at Tuscarora; the first is completed, the second one nearly so, and the third one ready for the roof; they are all in operation; there should be stations erected below Newton Hamilton, at Mapleton, at Mill Creek, and at Tipton; a reservoir has been built at Mapleton, but no pipes laid yet; a reservoir was built at Jackstown, during the



summer, which answers a better purpose than the tubs that have been in use at that place. There has been a great scarcity of water, during the summer and late in the fall, at some of the stations. With the new stations proposed to be erected, a supply of water will be obtained sufficient for the business of the road for many years.

A passenger station and warehouse, 100 feet by 30 feet, was erected at Hollidaysburg, early in the season; it was soon found that the building was not sufficiently large to accomodate the business, and an additional shed, 100 feet by 18 feet, was built. Warehouses are badly wanted at Newport, Perryville, Petersburg and Altoona.

There is but one Foreman's house to erect to complete the number necessary for the single track.

There are 26,972 cords of wood on hand, at the close of the year, being about one year's consumption.

During the year there have been no accidents or detention of trains from defective track, and but one from obstruction on the track. I am pleased to report that there have been very few causes of complaint against any of the employees of the Maintenance of Way Department for neglect of duty.

On the first of September, Mr. E. B. Pike having resigned his situation, as Supervisor on that portion of the road between Huntingdon and Altoona, Mr. Jonathan Rhule was appointed in his place. Mr. Rhule has been in the employment of the Company, with some few intermissions, since the commencement of the work, as a bridge builder, and from his knowledge of that art, is peculiarly fitted to take charge of the Division over which he has been appointed.

Messrs. McCully and Boon, Supervisors on the lower portion of the road, have spent the greater part of their lives upon railroads; their attention to their duties and devotion to the interests of the Company are so well known, that a word from me in their commendation is unnecessary.

THE FOLLOWING ARE THE  
**EXPENDITURES**  
 ON ACCOUNT OF MAINTENANCE OF WAY,  
 DURING THE YEAR :

Clerks, - - - - -	\$555 00
Chairs and Spikes, - - -	345 03
Frogs and Switches, - - -	2,242 04
Incidentals, - - - - -	884 67
Iron Rail, - - - - -	17 61
Labor, Repairing Track, - -	35,546 44
Renewing Cross ties, - - -	3,036 40
Repairs, Foreman and Tool-houses, -	26 50
Repairs, Workmen's Houses, - -	340 90
Repairs, Bridges, - - - -	1,348 00
Repairs, Telegraph, - - -	90 99
Repairs, Road and Hand Cars, -	616 62
Removing Snow and Ice, - -	482 67
Stationery and Printing, - -	282 73
Superintendence and Supervisors, -	4,091 67
Taxes on Real Estate, - - -	4,127 09
Tools, and Repairs of Tools, - -	4,190 99
Oil, Tallow and Fluid, - - -	1,213 21
Watchmen and Switchmen, - -	23,359 18
Total, <u><u></u></u>	<u>\$82,797 74</u>

Respectfully submitted,

GEO. R. MOWRY,  
*First Assistant Sup't.*

# REPORT

OF THE

## SECOND ASSISTANT SUPERINTENDENT.

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Altoona, December 30th, 1854.

H. J. LOMBAERT, Esq.,  
Superintendent Pennsylvania Railroad.

The Report of the Chief Clerk of the Motive Power Department is herewith presented, showing in detail the mileage, the cost of repairs, and the expenses of engines during the past year.

On the 31st of December, 1853, there were on the road 79 engines.

Since that date, there have been added to the stock,

- 4 Heavy first class Assistant Freight Engines or Pushers,  
from M. W. Baldwin.
  - 2 Heavy first class Assistant Freight Engines or Pushers,  
from Ross Winans.
  - 13 24-ton "C" Freight Engines, from M. W. Baldwin.
  - 8 25-ton "C"                   "                   " R. Norris & Son.
  - 2 25-ton "D"                   "                   " do. do.
  - 5 25-ton "D"                   "                   " Smith & Perkins.
  - 5 23-ton "C" first class Passenger Engines, from M. W.  
Baldwin & Co.
- Making a total of 39 Engines.

Within the year there have been sold to the Commonwealth of Pennsylvania 2 24-ton "C" Engines, and one old locomotive purchased from the Harrisburg and Lancaster R. R. Co., has been transferred to the Engineer Department P. R. R., to be used as a stationary engine.

Leaving a total of 115 engines on the road at this date.

There have been run by engines on the Western Division

469,698 miles with Freight.

243,272 miles with Passengers.

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Total 712,970 miles.

There have been run by engines on the Eastern Division

454,014 miles with Freight.

323,543 miles with Passengers.

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Total 777,557 miles.

Total Freight mileage, - - 923,712

Total Passenger mileage, - - 566,815

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Total miles run by engines, - 1,490,527

The greatest mileage made with Passengers on the Western Division, was by engine *Kishacoquillas*, - - 33,079 miles.

The average mileage of Passenger Engines on Western Division, was - - - 14,820 "

The greatest mileage made with Freight on the Western Division was by engine *Nineveh*, - 18,798 "

The average mileage of Freight Engines on the Western Division was - - - 9,862 "

The greatest mileage made with Passengers on the Eastern Division, was by engine *Atlanta*, - - - 35,058 miles.

The average mileage of Passenger Engines on the Eastern Division, was - - - 15,281 "

The greatest mileage made with Freight on the Eastern Division was by engine *Bucks*, - 21,047 "

The average mileage of Freight Engines on the

Eastern Division was - - - - - 11,149 miles.

Total average milcage of Passenger Engines, - 15,055 “

Total average mileage of Freight Engines, - 10,453 “

The expense of repairing engines is much increased, by all alterations and improvements being charged to repairs; such, for instance, as

Closing the furnace ends of the Winans engine boilers;

Substituting four wheeled trucks for single leading wheels under five of the Baldwin 25-ton “D” engines, on account of difficulty in curving;

The entire re-building of two of the Norris Passenger Engines, on account of the lightness of the main frame, narrowness of main bearings, and inadequate fastening of the cylinders.

Such alterations would seem to be more properly chargeable to a Renewal or Improvement Account, as they do not result from keeping the engines in their original condition, but are improvements, and permanently increase their efficacy.

Such of the engines as have needed it have been thoroughly repaired, and they are, generally, in an excellent condition to meet the exigencies of the winter's service.

The Report of the General Car Inspector is also appended. It shows that there are now on the road, Cars as follows:

#### PASSENGER CARS.

36 wide Passenger Cars, adapted to the Harrisburg and Lancaster, and Pennsylvania Railroads. All of them are now in good running order.

4 built by Kimball & Gorton, and

1 built by the Pennsylvania R. R. Co., at Altoona, are new within the year.

34 narrow Passenger Cars, adapted to the Philadelphia and Columbia Railroad.

2 of the narrow cars have been destroyed during the year, and one has been sold.

One is now being altered to a wide car, at Altoona shop.

#### 27 Emigrant Cars.

During the year one old emigrant car, bought from the Allegheny Portage R. R., was destroyed; it was not worth rebuilding. All are in good running order, except four old line cars.

#### BAGGAGE CARS.

15 baggage cars, with mail apartments.

9 do without do

—

Total, 24 8 wheeled baggage cars, all in good running order, except for ordinary repairs.

One baggage car, destroyed during the year, by accident, on the Philadelphia and Columbia Rail Road, has been replaced by a new car built at the West Philadelphia Repair Shop.

#### FREIGHT CARS.

8 wheeled House Cars, -	-	1053
4 wheeled do -	-	109
8 wheeled Stock, -	-	105
8 wheeled Iron Trucks, -	-	102
8 wheeled Wood do	-	46
4 wheeled Coal Cars, -	-	90
Total, 4 wheeled cars, -		2,811

These cars are generally in good running order, many of them have been thoroughly repaired and repainted during the year.

Twenty-six of the 8 wheeled House Cars have shutters, and are arranged for carrying horses or other live stock eastward, and general merchandise westward.



Since last report, new cars have been added to the stock as follows:

8 wheeled House Cars, -	-	27
4 wheeled Coal Cars, -	-	62
8 wheeled Wood Trucks, -	-	5
		<hr/>
Total, 4 wheeled cars, -	-	126

Of which

34 were built at the Company's Shop at West Philadelphia.

36 do do Altoona.

28 do do Harrisburg.

6 do do Mifflin.

22 do by contract.

Cars have been rebuilt at the Company's Shops during the year to replace cars worn out or destroyed, as follows:

At West Philadelphia,

8 wheeled House Cars, -	-	3
4 wheeled do -	-	3
		<hr/>
Total, 4 wheeled cars, -	-	9

At Pittsburgh,

8 wheeled House Cars, -	-	7
4 wheeled House Cars, -	-	3
8 wheeled Stock Cars, -	-	1
8 wheeled Iron Cars, -	-	1
4 wheeled Coal Cars, -	-	2
		<hr/>
Total, 4 wheeled cars, -	-	23

At Harrisburg,

4 wheeled House Cars, -	-	2
8 wheeled Wood Trucks, -	-	6
		<hr/>
Total, 4 wheeled cars, -	-	14

	Brought forward,	46
At Altoona,		
8 wheeled House Cars, - -		26
4 wheeled House Cars, - -		4
8 wheeled Stock Cars, - -		1
8 wheeled Iron Cars, - -		7
4 wheeled Coal Cars, - -		1
		<hr/>
4 wheeled ears,		73
At Mifflin,		
8 wheeled Wood Trucks, - -		3
Total, 4 wheeled cars, - -		6
		<hr/>
Total, - - -		125

#### ENGINE HOUSE AND MACHINE SHOPS.

At Dillerville, a frame extension of the Engine House has been made to give shelter to the increased number of engines running to that point.

#### HARRISBURG SHOP.

A new line of main shafting and new floor in the Machine Shop, together with a brick extension of the Smithy, have much increased the facilities for doing repairs at this point; the large turn-table has been re-modeled and rebuilt, and is now a very permanent structure.

An addition to the present building, for an office and store room, is earnestly recommended, the present office is partitioned off from the engine house, and is nearly untenable in summer on account of the smoke and dust.

#### MIFFLIN SHOP.

The Tools and Machinery here are all in good order; a 30 inch lathe and double drilling machine have been added during the year. The Engine House is large enough for our present wants.

A separate building for the Smithy would make the Machine Shop much more commodious and comfortable. Much inconvenience is experienced here from want of accommodation for the employees of the Company.

#### SPRUCE CREEK.

An Engine House and Turn-table, for the use of wood train engine, have been erected here during the past year.

#### ALTOONA SHOP.

The shops at this place have been still further extended, and new tools added since last report. A new Engine House, containing stalls for 26 engines, was brought into use early in the Autumn, giving a very desirable shelter to most of the engines lying over at this point. A new Smithy, containing 18 forges, has been completed; the new Foundry and extension of the Machine Shop are finished; the latter is used at present as a shop for painting Passenger Cars.

Early in the spring the ereeting shop will be ready, relieving the present machine shop from much of the heavy work which now crowds and encumbers it.

A two span double track, wrought and cast iron truss bridge, for Shaver's Creek; a three span, boiler plate bridge, for the Little Juniata at Lower Tyrone, and a three span boiler plate bridge, for the Little Juniata, at Krotzer's, have been built here during the year.

The want of an increased number of dwelling houses, at this place, still exists—in consequence of this scarcity, rents (except of the houses built by the Company) are enormously high; this state of things operates very seriously against the interests of the Company.

#### CONEMAUGH.

The engine house, at this place, is small, and if the road is to be operated as at present, it is very desirable to increase the means of doing repairs, and furnish shelter for more engines

than can be accommodated there at present. The erection of a small machine shop would vacate two stalls in the engine house that are now occupied as a repair shop. A temporary shed has been built to protect, during the winter, such engines as would otherwise be obliged to stand exposed.

The want of suitable accommodation for the train hands, is also very much felt at this station.

#### PITTSBURGH.

The addition to the machine shop here, has very much increased the means of repairing engines and cars at this point. The completion of the addition to the engine house (now under roof) will give such additional shelter for engines, as is now very much needed; the engine house, when completed, will house forty-four engines.

#### SNOW PLOUGHS.

There are on hand, one large snow plough on wheels, and twelve to be attached to engines, when needed. All the snow ploughs are in good order.

The motive power, and the means of keeping it in repair, have been much increased since last report, and I have to acknowledge my indebtedness to the employees of the Company, in this department, for the ability and efficiency with which they have assisted me in performing its duties.

Respectfully submitted,

ENOCH LEWIS,

*Second Assistant Sup't P. R. R.*

# R E P O R T

OF THE

## FIFTH ASSISTANT SUPERINTENDENT.

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Altoona, January 1st, 1855.

HERMAN J. LOMBAERT, ESQ.,

Superintendent of the Pennsylvania Railroad.

DEAR SIR:—My connection with the Maintenance of Way on the whole Western Division is from April 1st, but from Altoona to the Big Viaduct, I took charge of this Department from February 15th, at the opening of the road over the mountain.

It being considered very desirable that the Mountain portion of the road should be opened at as early a day as possible, at a period when labor was very scarce and high, in order to accomplish it, many of the cuts were left by the Contractors of the heavy Sections imperfectly sloped; in consequence of which we suffered severely from slips on the Eastern slope of the Mountain, and near Summerhill and Wilmore Stations; in order to secure these slopes, floating gangs have been required from the first of March until about a month since; these places now are so far secured that I do not anticipate any difficulty from them in the Spring.

Additional sloping is required at a number of other cuts on the Eastern slopes, but the amount of work now necessary to

make the Mountain Work safe and permanent, is much less than we have already expended upon it, since the opening of the road.

Much credit is due to the Contractor and Workmen in the Allegheny Tunnel (nearly the whole of the Brick Masonry of which and about one-half of the Stone Masonry remained to be done after the opening of the road) for the care and precaution they have used; no accident having occurred to the trains which was the result of any obstruction or neglect on their part. Careful Watchmen are constantly stationed there, and the roof of such portions as were at all doubtful, have been frequently examined. All the worst places are now secured by arching, and in six weeks I hope to have the work entirely completed.

The side Hills along Laurel Hill and Chesnut Ridge have always given great trouble from the frequent slips which have occurred in soft weather in the Winter and Spring; frequently causing very serious accidents and detentions to the Trains. This portion of the road heretofore has required a large number of Watchmen; (in wet weather all the road hands have been employed as Watchmen.) During this Summer and Autumn floating gangs have been engaged in sloping and securing the most dangerous places, by taking down the rocks and loose materials which would be likely to be thrown down by the action of the frost and wet weather. This part of the road can now be used with much greater safety, and a large number of Watchmen dispensed with.

The embankments at Greensburg, which have always been a source of great trouble, received my early attention; from a thorough examination made of them, I have come to the conclusion that the slips are not occasioned by the nature of the ground upon which they are placed, but the character of the material of which they are made and the manner of making the banks. Nearly all the material placed in these banks by the Contractors was a slippery limestone clay, many acres of which was ploughed up and carted into the embankments. The banks were originally made of single track width, and these, after the settlement and



shrinkage took place, required raising and widening for even single track purposes; and as soon as any additional material of the same kind was placed on the slopes, the trouble commenced, and a portion of original bank slid down with it. This evil was greatly increased when the contract work for second track was commenced, the same kind of limestone clay being carted on by the Contractors, carrying away large portions of the original bank. in many cases to a distance of fifty feet beyond the proper foot of the slopes. To remedy the evil and insure the building of the remainder of the bank permanently, I have dug a deep trench outside of the foot of the slope, in whatever material may be found (either rock or clay) which is closely timbered on the outside and filled with rock; the material (all of which is rock or slate) which is dumped down above, is thrown to the bottom, and the bank built from bottom to top; as this abuts against the outside of the deep ditch and has a very flat slope, I think, when built, it will make a permanent embankment.

The cuts along Brush Creek, owing to the variable and decomposable character of the rock, and frequent seams of fire clay. have given much trouble from falls, and will continue so until properly secured; many of the cuts can be secured by taking out the fire clay, and underpinning the rock.

The original ballast between Brush Creek and Pittsburgh, was pretty generally slate; this was crushed by our heavy Locomotives passing over it, and in wet weather ground into mud, making a very bad road bed; a considerable portion of this has been removed during the present season, and its place supplied with good sandstone; in other places where there was a deficiency of ballast it has been supplied, and the road bed is now in very good condition.

The Greensburg Tunnel will require arching, a number of small falls have taken place in it this winter. I have had it thoroughly examined, the loose material taken down and the roof keyed up with wedges, so that I think it will stand until Spring. Owing to the long continued drought this Summer and Autumn we have suffered for want of water along the road, some of the

old water stations have been improved and five new ones constructed, so that the coming season we will be much better prepared for a drought.

A considerable quantity of Iron has given out and been replaced,—that from the Safe Harbor Works wears the best; the Danville Iron laminates, and that from Brady's Bend, owing to the head of the rail not being properly welded to the shank, in many cases it caps and has to be removed; where the Brady's Bend Iron is properly welded, it wears better than either the Safe Harbor or Danville iron. Half a mile of Track of Phoenixville Iron, weighing 74 lbs. to the yard, laid with wrought iron splices, is the most perfect piece of road we have; there is not an imperfect bar in the whole of it, and the cost of repairs has not been half of that on other parts of the road. All our worst curves are now secured by half chairs, and are double spiked.

We have a good supply of wood on hand at present, about 14,000 cords, the greater part of which is seasoned.

The road is now generally supplied with good foremen, sober, industrious and trustworthy men, who feel an interest in the work, and attend faithfully to their duties. I would recommend a system of premiums to be awarded to the men who keep their divisions in the most perfect order and free from accidents, in order to stimulate them to greater diligence, and call forth a spirit of emulation; giving them a substantial reason to know, that their well doing will be crowned with success.

In conclusion, it gives me much pleasure to bear testimony to the faithful and efficient services rendered by the Supervisors; they are all good men, well qualified for their duties, and have served the Company with great fidelity; the interest of the Company is attended to by them as if it was their own.

Respectfully submitted,

(Signed)

THOS. SEABROOK,

*Fifth Assistant Sup't.*

## ANNUAL REPORT, 1854.

57

GENERAL STATEMENT.			CR.
DR.	TO AMOUNT OF RECEIPTS	BY AMOUNT OF EXPENDITURES IN	
From Freight at Stations, -	\$1,965,023 58	Conducting Transportation, Passenger Department, - - - -	\$399,764 24
" Tolls on Individual Cars, -	46,863 62	Conducting Transportation, Freight Department, - - - -	847,859 24
" Harrisburg and Lancaster R. Road Co., for Motive Power, - - - -	8,846 79	Motive Power Department, - - - -	453,516 96
" Sundries, - - - -	5,877 56	Maintenance of Car Department, - - - -	167,061 08
" First Class Passengers, -	1,153,388 60	Maintenance of Way Department, - - - -	181,717 01
" Emigrant Passengers, -	121,897 92		\$2,049,918 53
" Adams & Co.'s Express, -	39,914 07		
" Carrying U. S. Mails, -	72,764 88	Net Profits, - - - -	1,462,376 60
" Rents, - - - -	21,670 86		
" Individuals and Corporations, - - - -	40,240 38		
" Sundry Sources, - - - -	35,806 87		
	\$3,512,295 13		\$3,512,295 13

THOS. R. DAVIS,

*Ch. Clerk Trans. Department.*

## No. 2.

## ANNUAL REPORT, 1854.

*Detailed Statement of Receipts, from all sources, for the year ending December 31.*

FREIGHT RECEIPTS.					PASSENGER RECEIPTS.					Harrisburg and Lancaster Railroad.									
Columbia Railroad Line.					Columbia Branch Railroad.					Harrisburg and Lancaster Railroad.									
DATE.	From Freight at Stations.	Tolls on Ind. at vidual Cars.	From I.&L.Co. Motive Power.	From Sundry Sources.	TOTALS.	From First Class Pas- sengers.	From Emigrant Passen- gers.	For Carrying U. S. Mails.	TOTALS.	From First Class Pas- sengers.	From Emigrt Passen- gers.	Carry- ing U. S. Mails.	TOTALS.	From First Class Pas- sengers.	From Emigrt Passen- gers.	For Carrying U. S. Mails.	TOTALS.		
Jan.,	184,297 37	1,762 24	903 02	1,833 83	188,796 46	5,253 63	2,794 10	1,229 16	9,276 89	921 07	560 44	67 92	1,549 43	7,154 30	406 02	301 10	600 00	8,401 62	
Feb.,	208,477 68	2,801 53	863 12	671 02	212,813 35	6,534 41	1,013 29	1,229 16	8,776 86	813 19	228 04	67 92	1,109 66	7,027 51	113 34	453 62	600 00	8,194 47	
Mar.,	334,558 89	3,038 05	903 72		338,480 66	9,856 47	1,333 81	1,229 16	12,419 44	1,584 55	305 28	67 92	1,357 75	12,409 03	170 58	589 34	600 00	13,829 01	
April,	176,711 84	3,037 91	842 54	471 46	181,063 75	8,589 72	2,432 42	1,229 16	12,301 30	1,462 77	535 20	67 92	2,095 89	11,355 58	281 72	299 10	600 00	12,536 40	
May,	192,711 48	5,976 32	786 59		197,474 39	8,976 51	3,783 37	1,229 16	13,988 77	3,608 22	781 89	67 92	4,458 03	12,456 40	403 95	626 22	600 00	14,086 57	
June,	101,738 93	3,122 57	836 47	1,503 69	107,256 66	7,938 57	2,436 29	1,229 16	11,004 02	966 37	514 35	249 37	1,548 04	10,030 22	269 37	244 08	600 00	11,143 67	
July,	88,005 96	3,108 73	388 01		91,502 70	6,813 44	2,310 16	1,229 16	10,352 76	1,041 29	472 31	67 92	1,581 52	9,115 81	250 25	378 15	600 00	10,344 21	
Aug.,	105,388 45	3,411 61	548 10	759 02	170,107 18	8,322 08	3,621 41	1,229 16	12,572 65	1,162 17	627 02	67 92	1,857 11	10,462 47	386 77	359 98	600 00	11,809 22	
Sept.,	153,493 02	4,783 56	656 51		158,933 09	10,797 15	2,486 63	1,229 16	14,512 94	708 95	513 76	67 92	1,290 63	12,010 03	270 03	339 98	600 00	13,240 06	
Oct.,	169,076 14	4,505 17	643 63		174,224 94	9,633 78	3,127 15	1,229 16	15,020 26	904 40	661 95	67 92	1,634 27	11,367 26	341 97	484 80	600 00	13,064 63	
Nov.,	141,186 76	6,413 69	695 17		148,295 62	6,393 68	2,292 42	1,229 16	9,915 26	1,074 00	476 97	67 92	1,619 49	9,109 60	254 34	357 85	600 00	10,321 79	
Dec.,	109,342 06	6,902 24	779 91	638 54	117,062 75	5,446 06	1,892 12	1,229 16	8,567 34	1,080 70	365 86	67 92	1,514 48	7,490 74	193 62	353 36	600 00	8,637 72	
TOTALS.	1,905,025 58	46,863 62	8,846 79	5,877 56	2,026,611 55	95,385 21	28,973 17	14,749 22	239,868 30	15,418 19	6,043 67	815 04	22,276 90	120,319 63	3,342 16	4,807 58	7,200 00	135,668 77	

*Detailed Statement of Receipts—Continued.*

PASSENGER RECEIPTS.																		
Pennsylvania Railroad—East Division.						Allegheny Portage Railroad.					Pennsylvania Railroad, West Division.					Miscellaneous.		
DATE.	From First Class Pas- sengers.	From Emigrant Pas- sengers.	From Adams' Express.	For Carrying U. S. Mails.	TOTALS.	From First Class Pas- sengers.	From Emigrant Pas- sengers.	For Carry- ing Mails.	TOTALS.	From First Class Pas- sengers.	From Emigrant Pas- sengers.	From Adams & Co.'s Express.	For Carrying U. S. Mails.	TOTALS.	From Rents.	From Individ's and Corpn's.	From Sundry Sources.	TOTALS.
Jan.,	26,446 95	4,580 21	1,845 53	2,283 33	35,156 02	6,253 83	907 63	450 00	7,611 46	17,110 78	3,255 71	1,211 27	1,433 33	23,011 09	813 88	515 19		275,192 04
Feb.,	50,835 81	2,729 65	2,052 03	3,941 66	59,559 16	3,300 19	137 28	225 00	3,662 47						1,581 68	1,959 77		297,657 37
Mar.,	92,365 02	4,491 57	4,353 83	4,166 66	105,377 08										723 95	2,708 99		475,496 88
April,	84,969 55	7,433 81	2,692 01	4,166 66	99,292 03										967 05	5,662 69		313,889 11
May,	95,051 19	10,337 05	3,914 73	4,166 66	113,469 63										735 28	2,391 23	7,620 83	294,224 73
June,	73,138 21	6,166 94	2,170 15	4,166 66	85,641 96										732 22	5,936 71		223,863 88
July,	71,929 55	6,152 98	1,950 16	4,166 66	84,199 35										1,085 13	2,800 07		201,865 74
Aug.,	81,147 26	8,648 04	2,692 68	4,166 66	96,654 64										1,245 55	1,951 00	7,173 41	303,370 76
Sept.,	79,959 97	6,869 72	2,092 68	4,166 66	93,689 03										751 55	2,040 39	1,773 16	286,230 85
Oct.,	99,327 67	9,193 19	3,937 69	4,166 66	116,825 21										1,064 55	2,970 55		324,863 62
Nov.,	80,918 00	7,769 33	2,810 38	4,166 66	95,664 37										1,380 42	4,155 55		271,352 50
Dec.,	59,112 19	4,865 80	2,783 35	4,166 66	70,928 00										10,589 65	7,148 24	19,239 47	244,287 65
TOTALS.	895,401 37	79,298 30	33,895 22	47,891 59	1,056,426 48	9,554 02	1,044 91	675 00	11,273 93	17,110 78	3,255 71	1,211 27	1,433 33	23,011 09	21,670 86	40,240 38	35,806 87	53,512,295 13

THOS. R. DAVIS,

*Chief Clerk Transportation Department,**P. R. R. Co.*

# No. 3.

## ANNUAL REPORT, 1854.

### STATEMENT,

*Showing Monthly Totals of various Class Receipts of Pennsylvania Railroad and Connecting Roads, throughout the year 1854.*

CLASS.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	TOTALS.
<i>Freight Receipts.</i>													
From Freight at Stations, - - -	184297	37 208477	68 334538	89 176711	84 132711	48 101793	93 88005	96 165388	45 153493	02 169076	14 141186	76 109342	06 1,965,023
Tolls on Individual Cars, - - -	1762	21 2801	53 3038	05 3037	91 3976	32 3122	57 3108	73 3411	61 4783	56 4505	17 6413	69 6902	24 46,863
Harris & Lan. R.R. Co. for Mot. Power	903	02 863	12 903	92 842	54 786	59 836	47 388	01 548	10 656	31 643	63 695	17 779	91 8,846
Sundries, - - -	1833	83 671	02	471	46	1503	69 759	02				638	34 5,877
<i>Passenger Receipts.</i>													
From First Class Passengers, - - -	63140	56 08511	02 116275	13 106407	62 120092	05 92973	37 88900	09 101093	98 103476	12 122793	09 97495	88 73129	69 1,153,388
Emigrant Passengers, - - -	12504	31 4222	21 6301	24 10733	15 15306	26 9386	95 9185	70 12083	24 10140	14 13324	26 10793	06 7317	40 121,897
Adams & Co.'s Express, - - -	3557	90 2505	65 4943	17 2991	11 4540	95 2414	23 2328	31 3052	66 6063	74 6063	74 6063	74 6063	71 39,914
Carrying U. S. Mails, - - -	6063	74 6063	74 6063	74 6063	74 6063	74 6063	74 6063	74 6063	74 6063	74 6063	74 6063	74 6063	74 72,764
<i>Miscellaneous Receipts.</i>													
From Rents, - - -	813	88 1581	63 723	95 997	05 735	28 5732	22 1085	13 1245	55 751	55 1064	55 1380	42 10589	65 21,670
Individuals and Corporations, - - -	515	19 1959	77 2708	99 5662	69 2391	23 5936	71 2800	07 1951	00 2040	39 2970	55 4155	55 7148	24 40,240
Sundries, - - -													
	275192	04 297657	37 475496	88 313889	11 294224	73 223863	88 201865	74 306370	76 286230	85 324863	62 271352	50 244287	65 3,512,295

THOS. R. DAVIS, Ch. Clerk Transp'n Depart'm't.



## No. 4.

## ANNUAL REPORT, 1854.

## STATEMENT SHOWING THE MONTHLY EXPENDITURE

*In Motive Power, Conducting Transportation, Maintenance of Cars, Maintenance of Way Departments, for year ending December 31.*

DATE.	MOTIVE POWER DEPARTMENT.	CONDUCTING TRANSPORTATION DEPARTMENT.			MAINTENANCE OF CARS DEPARTMENT.	MAINTENANCE OF WAY DEPARTMENT.	TOTALS.
		Passenger.	Freight.	Totals.			
January, - - -	26841 64	30328 82	68169 19	98498 01	11709 70	11524 48	\$148573 83
February, - - -	29992 45	26008 91	66425 49	92434 40	12246 31	14030 96	148704 12
March, - - -	39593 14	36211 12	98092 29	134303 41	15636 11	17052 38	206585 04
April, - - -	41129 36	35132 54	69780 04	104912 58	13746 27	15051 70	174839 91
May, - - -	37267 50	40343 17	48144 78	88487 95	15209 46	16074 57	157039 48
June, - - -	38897 43	32546 90	49371 47	81918 37	13753 37	16662 40	151231 57
July, - - -	35687 59	31003 24	123225 99	154229 23	12454 68	16169 99	218541 49
August, - - -	34221 33	32275 45	57931 38	90226 83	14739 48	15666 82	154854 46
September, - - -	33861 04	30715 96	48170 08	78886 04	14579 50	15206 72	142533 30
October, - - -	38247 22	41687 17	59994 75	101681 92	13132 12	15100 94	168162 20
November, - - -	40682 97	30754 18	47360 92	78115 10	15909 48	17097 54	151805 09
December, - - -	57095 29	32756 78	111172 86	143929 64	13944 60	12078 51	227048 04
Totals, - - -	453516 96	399764 24	847859 24	1,247,623 48	167061 08	181717 01	2,049,918 53

THOS. R. DAVIS, *Ch. Clerk Transportation Department.*

No. 5.  
ANNUAL REPORT, 1854.  
STATEMENT OF EXPENDITURES FOR THE YEAR ENDING DECEMBER 31.

HEADS OF ACCOUNTS.	CONDUCTING TRANSPORTATION DEPARTMENT.		Motive Power Department.	Maintenance of Cars Department.	Maintenance of Way Department.	TOTALS.
	Passengers.	Freight.				
Advertising, - - - - -	6114 88	4162 17				10277 05
Agents, Station, - - - - -		10455 21				10455 21
Agents, Ticket, - - - - -	12069 00					12069 00
Baggage Masters, - - - - -	7374 15					7374 15
Brakemen, - - - - -	15822 20	69107 51				85019 71
Bridges, Repairs of - - - - -					1634 77	1634 77
Car Furniture and Fixtures, - - - - -	3810 01	2099 69				5909 70
Cars, Cleaning and Inspecting, - - - - -	7741 44	4728 72				12470 16
Cars, Repairs of Passenger and Baggage, - - - - -				50547 45		50547 45
Cars, Repairs of Freight, - - - - -				112069 28		112069 28
Cars, Repairs of Ballast and Wood, - - - - -				1217 82		1217 82
Cars, Repairs of Road and Hand, - - - - -						
Chairs and Spikes, - - - - -						
Clerks, - - - - -						
Coal, - - - - -	4292 63	36789 76				1192 09
Columbia Railroad Line, - - - - -			19874 47			418 75
Conductors, - - - - -	6259 66					41657 39
Cotton Waste, - - - - -	16690 05	23933 92				19874 47
Cross Ties and Sills, - - - - -			4244 24			6259 66
Car Shops and Sheds, Repairs of, - - - - -						40823 97
Dispatcher, - - - - -						4244 24
Engineer and Firemen, Passenger Department, - - - - -			24189 78			3541 91
Engineer and Firemen, Freight Department, - - - - -			52307 34			42 90
Engine House, Machine Shops, Truck, &c., Repairs of, - - - - -			3286 27			3541 91
Fluid, - - - - -			1852 54			42 90
Foremen and Tool Houses, Repairs of, - - - - -						9218 56
Foreign Agencies, - - - - -	5884 34	14846 50				9218 56
Frogs and Switches, - - - - -						24189 78
Fuel and Light, - - - - -	4616 49	2044 65				52307 34
Incidentals, - - - - -	9880 39	25121 91				3286 27
Individuals and Corporations, - - - - -						1852 54
Iron Rails, - - - - -						49 03
						20730 84
						2761 21
						7311 25
						45902 02
						40240 38
						17 61

Labor and Expense at Stations,	4819 92	41000 65	24377 82	93299 97	83299 97
Labor Repairing Track,			107383 89		24357 82
Laborers,					107383 29
Locomotives, Repairs of,	8980 20	39013 08			47993 34
Loss and Damage,	21531 04				21531 04
Mail Tolls and Expenses,			17064 20		17004 20
Oil,					10848 34
Oil, Tallow and Sponges, etc.,	1873 19	7606 37	500 02	1308 78	700 02
Shop Rent,					1338 29
Snow and Ice Removing,					369 15
Stationery and Printing,	5992 41	7121 03	618 35		13784 76
Stations, Repairs of, Rent and Furniture,	6736 98	9047 78			14625 56
Superintendence and Supervisors,	2025 00	2006 67	2016 66	7917 23	3518 95
Tallow,			3518 95		136479 40
Tax, State,		136479 40		4733 95	4733 95
Taxes on Real Estate,					23244 14
Teaming,	6973 65	16270 19			3195 91
Telegraph, Expenses,	1633 05	1562 86		255 35	37111 43
Telegraph, Repairs of,					4684 38
Tolls, Baltimore and Susquehanna Railroad,	631 45	37111 43			182305 87
Tolls, City Railroad,	162804 19	4052 93			394257 29
Tolls, Harrisburg and Lancaster Railroad,	131302 13	79401 68			17866 67
Tolls, State,		262955 07			64649 54
Tools and Machinery, Repairs of,			11120 60	5892 08	11300 60
Watchmen and Switchmen,			11380 10	53369 35	595 95
Water Stations, Expenses of,			11300 60		90059 68
Water Stations and Fixtures, Repairs of,			595 95		20957 03
Wood and Hauling Wood,			90059 08		340 90
Wood, Labor Preparing,			20957 03		4156 93
Workmen's Houses, Repairs of,					
Legal Department,					
Totals,	3305 43	851 50			
	399764 24	847859 24	453510 96	18717 01	\$2,049,918 53

## RECAPITULATION.

Conducting Transportation, Passenger Department,	\$599,764 24	\$1,247,623 48
Do Freight	847,859 24	
Motive Power Department, chargeable to Freight,	\$281,241 00	453,516 90
Do do Passengers,	172,275 90	167,061 08
Maintenance of Cars Department,	\$111,346 30	
Maintenance of Way do chargeable to Freight,	70,370 71	181,717 01
Do do Passengers,		
Total,	\$2,049,918 53	

THOS. R. DAVIS, Ch. Clerk Transp'n Department.

## No. 6.

## ANNUAL REPORT, 1854.

## MILEAGE AND EXPENSES OF ENGINES—EASTERN DIVISION.

ENGINES.	BUILDERS.	Placed on Road.	Number Drivers.		Size of Drivers.	Weight.	Weight on Drivers.	Miles Run.			Cost of Repairs.	Cost of Fuel.	Cost of Stores.	Cost per 100 miles run of			REMARKS.									
			ft.	in.				Passenger Trains.	Freight Trains.	Total Number.				Repairs.	Fuel.	Oil, Tallow, Fluid & waste.		Total Cost								
Atlanta,	Seth Willmarth,	Nov., 1852	4	6				35058	78	35136	2322	52	2558	27	408	35	6	61	7	29	1	16	15	06	In the shop, in consequence of severe accident, Dec. 25.	
Antelope,	"	Oct., 1852	4	6				27595		27595	2814	23	1997	20	396	92	10	20	7	24	1	11	18	55	In good order; has had two new driving wheels.	
Armstrong,	M. W. Baldwin,	Dec., 1850	4	5				8718	2060	10778	779	08	1051	97	142	25	7	25	9	53	1	49	18	57	In the shop, receiving general repairs.	
Allegheny,	"	July, 1850	4	6				445275	25825		16165	16165	839	38	1875	16	193	66	5	21	11	58	1	43	In good order; had new tyres, and been thoroughly repaired.	
Adams,	"	Sept., 1852	4	6				84	19573	19657	695	05	2118	78	336	92	3	08	10	81	1	72	15	56	Do	
Butler,	"	Jan., 1853	4	5				15365	1706	17130	414	01	1634	74	250	17	2	42	9	55	1	46	13	43	In running order: drivers need turning off.	
Beaver,	"	Sept., 1850	8	8				443350	43500		10182	10182	636	12	1717	35	150	71	6	29	16	83	1	43	In good running order; had one new cylinder.	
Blair,	"	Sept., 1849	4	6				1587	2615	4202	288	57	351	62	72	35	6	87	4	10	9	81	72	96	In running order.	
Bucks,	"	Sept., 1853	4	6				20590		20590	730	28	2305	16	385	37	3	84	6	13	1	31	1	28	In the shop, undergoing slight repairs.	
Blazing Star,	M. W. Baldwin & Co.	June, 1854	4	5				40825	25320	13590	4244	17834	493	10	1763	70	187	19	2	71	9	35	1	05	13	Do
Cambria,	R. Norris & Bro',	Jan., 1850	4	4				6172	6936	31808	508	09	1129	96	188	00	3	87	8	62	1	43	13	92	In running order.	
Clanton,	M. W. Baldwin,	July, 1850	4	4				445900	262900		18677	18677	643	36	1937	03	157	49	3	46	10	41	85	14	71	In the shop, under general repairs; will soon need new tyres.
Clinton,	"	Sept., 1850	4	4				446	14653	15099	1051	62	1765	06	195	23	6	96	1	69	1	29	19	94	In good order; thoroughly repaired.	
Columbia,	"	Sept., 1850	4	4				445900	262900		16575	16575	744	06	1873	97	232	93	4	50	1	29	14	19	Do	
Centre,	"	Dec., 1850	4	4				445900	262900		16328	16328	787	51	1555	93	315	25	4	83	9	54	1	08	16	Do
Chester	"	Oct., 1853	4	6				20132	20132	885	90	1574	92	339	75	4	40	7	88	1	69	13	97		Do	
Carbon,	"	Oct., 1853	4	6				44	6213	6257	3202	50	555	81	143	76	51	65	8	97	2	32	92	94	Do	
Cyclops,	Ross Winans,	Feb., 1853	8	5				21854	72	21456	374	77	1700	99	254	03	1	75	8	06	19	10	94	94	Do	
Chamolis,	M. W. Baldwin & Co.	June, 1853	4	5				23250	272	23522	2124	85	1961	88	320	07	9	04	8	35	1	36	18	75	Do	
Eagle,	M. W. Baldwin & Co.	April, 1853	4	5				166	15406	15572	821	69	1691	49	232	93	5	30	10	84	1	49	17	63	Do	
Erie,	M. W. Baldwin,	Oct., 1850	4	4				444800	25400		17479	17479	996	33	2115	49	226	73	5	72	12	09	1	49	Do	
"	"	Oct., 1850	4	4				12177	12177	383	67	1404	97	160	21	3	17	11	51	1	31	15	99	Do		
"	"	Oct., 1849	4	4				690	16061	16751	698	00	1480	33	338	28	3	82	8	86	2	02	14	70	In tolerable order.	
Franklin,	"	Oct., 1853	4	6				84	20330	20414	741	39	1464	40	386	54	3	63	7	18	1	89	12	70	Do	
Forest,	"	Nov., 1853	4	6				17816	17816	612	10	2182	01	284	48	7	43	12	26	1	60	17	29		In tolerable order; tyres will soon need renewing.	
Fulton,	"	Feb., 1852	4	4				10421	10421	742	80	1212	68	198	26	7	14	11	66	1	90	20	70		Needs general repairs.	
Fayette,	"	Mar., 1852	4	4				16236		16236	437	67	975	39	188	46	2	70	6	02	1	16	9	88	In good order; new.	
Greene,	M. W. Baldwin & Co.	July, 1854	4	5																						
Gazelle,																										

M. W. Baldwin,	Nov., 1849,	4 4	6 43275 25825	11690	11030	382	16	899	81	129	53	1	571	7	761	11	10	44	In tolerable order.		
"	Nov., 1849	4 4	6 43275 25825	18882	18882	893	77	2051	71	237	22	5	23	10	851	26	17	34	In good order; thoroughly repaired; new tyres.		
"	Jan., 1854	4 4	6 43275 25825	916	916	7	94	103	71	33	40	88	11	523	71	16	11	Sold to the Commonwealth, March 1, 1854.			
"	Jan., 1854	4 4	6 43275 25825	1779	1779	44	38	273	99	39	37	2	61	15	222	18	29	01	Do do		
"	Mar., 1852	4 4	6 46400 27640	10961	10961	434	59	1307	33	147	50	3	98	11	169	1	35	17	In the shop, receiving general repairs, tyres thin.		
"	Sept., 1849	2 6	44800 23300	686	2003	3580	439	94	257	02	52	91	12	56	9	921	47	23	95	Do being rebuilt.	
"	Jan., 1854	4 4	6 43275 25825	18274	18274	952	17	1200	95	329	07	5	23	6	901	1	80	13	95	In good order; new.	
M. W. Baldwin & Co.	April, 1854	4 4	6 43275 25825	12824	12824	366	97	1082	76	204	45	2	86	8	461	1	60	12	02	Do do	
"	April, 1854	4 4	6 43275 25825	12252	12252	302	94	634	66	204	64	3	22	5	521	1	65	10	14	Do do	
"	April, 1854	4 4	6 43275 25825	6786	6786	709	56	473	58	152	97	11	93	6	962	2	25	21	14	Do had severe accident.	
M. W. Baldwin,	April, 1852	4 5	47400 28600	18084	588	18672	1328	55	1452	20	217	93	7	14	7	17	16	12	Do been thoroughly repaired.		
"	April, 1854	4 4	6 43275 25825	120	1510	1630	59	79	89	70	45	93	3	73	5	61	2	87	12	Do new.	
M. W. Baldwin & Co.	Jan., 1853	8 3	6 43275 25825	645	12396	12396	3081	10	934	60	215	90	22	93	7	64	1	74	32	21	Do thoroughly repaired, furnace end closed, and had new set chilled tyres.
Ross Winans,	Jan., 1853	8 3	6 43275 25825	645	333	333	333	333	89	85	40	24	32	13	48	6	70	52	40	Do new.	
M. W. Baldwin & Co	May, 1854	4 4	6 43275 25825	10650	580	10930	1969	16	925	81	146	83	17	98	8	491	1	35	27	82	Transferred to Engineer Department; used as stationary engine.
Potter,	Feb., 1852	4 5	38675 22875	29751	1677	22498	573	80	1887	62	297	52	2	56	8	431	1	33	12	32	In good order; thoroughly repaired.
"	Oct., 1849	2 4	47400 28600	29751	1677	22498	573	80	1887	62	297	52	2	56	8	431	1	33	12	32	Needs new flu sheet; otherwise in good order.
"	Jan., 1853	6 3	8 59600 48200	5653	5653	1001	39	655	06	130	01	17	11	80	2	32	32	00	00	00	In the shop, receiving general repairs.
M. W. Baldwin & Co	Aug., 1854	4 4	6 43275 25825	8254	8254	111	41	435	35	139	22	1	35	5	25	1	70	8	33	00	Do do
M. W. Baldwin,	Sept., 1853	4 5	31855	36	31891	864	99	2655	55	257	64	2	72	8	35	90	11	97	00	00	Do new.
M. W. Baldwin & Co.	Aug., 1854	4 4	6 43275 25825	7198	7198	177	39	356	33	152	81	2	49	4	55	2	12	9	56	55	Do do
"	June, 1852	4 5	47400 28600	20829	400	21229	1165	82	1640	45	280	48	5	49	7	74	1	32	14	55	Do do
Union,	Oct., 1850	4 4	6 45900 26200	312	14189	14792	767	31	1786	81	257	99	5	21	12	97	1	74	19	02	Do do
Venango,	Feb., 1853	8 3	6 43275 25825	6503	6503	2719	23	538	33	138	00	41	83	7	35	2	43	52	21	00	Do do
M. W. Baldwin,	Oct., 1849	6 3	10 34675 31675	4178	4178	1081	12	592	34	76	61	26	36	12	26	1	41	40	52	00	Do do
Washington,	Nov., 1850	4 5	38675 22875	2576	17164	451	16	1480	73	241	70	2	63	8	661	1	90	12	70	00	Do do
Wyoming,	Sept., 1850	8 3	8 50975 50975	3520	3530	1553	45	363	55	99	50	44	38	10	38	2	84	57	60	00	Do do
Westmoreland	Nov., 1850	4 5	13596	13596	272	06	950	49	146	48	2	00	7	00	1	08	10	08	00	00	Do do
West Wind,	Sept., 1854	4 4	6 43275 25825	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	Do do
Warren,	Nov., 1851	4 4	6 43275 25825	466	466	466	466	466	466	466	466	466	466	466	466	466	466	466	466	466	Do do
Wayne,	Nov., 1851	4 4	6 43275 25825	466	466	466	466	466	466	466	466	466	466	466	466	466	466	466	466	466	Do do

*Average cost per 100 miles run.*

Passenger Engines, Repairs,	-	-	\$6 47	Freight Engines, Repairs,	-	-	\$40 47
"	-	-	8 17	Fuel, -	-	-	9 88
"	-	-	1 56	Oil, Tallow, Waste, &c.,	-	-	1 78
Total.	-	-	\$16 20	Total.	-	-	\$22 13

B. F. CUSTER, *Ch. Clerk: Motive Power Department.*



# No. 7.

## ANNUAL REPORT, 1854.

### MILEAGE AND EXPENSES OF ENGINES—WESTERN DIVISION.

ENGINES.	BUILDERS.	Placed on Road.	Number Drivers.		Size of Drivers.	Weight.		Weight on Drivers.	Miles Run.			Cost of Repairs.	Cost of Fuel.	Cost of Stores.	Cost per 100 miles run of			REMARKS.
			Number	Drivers.		Weight.	Weight on Drivers.		Passenger Trains.	Freight Trains.	Total.				Repairs.	Fuel.	Oil, Tallow, Kind & Waste.	
Altoona,	Smith & Perkins,	Dec., 1852	63		8	54200	41800		8355		8355	634	05	669	70	129	10	In tolerable order; needs new chilled tyres.
Allegrippus,	R. Norris & Son,	Mar., 1854	63		8	55600	43800		72		72	2662	2734	1316	19	225	82	In good order; met with severe accident.
Bradford,	M. W. Baldwin,	Jan., 1852	44		6	45900	26200		9905		9905	224	30	888	83	93	56	In the shop, under general repairs; receiving new chilled tyres.
Bedford,	"	Mar., 1854	83		8	64500	46100		7600		7600	940	33	554	30	187	31	In good order; new.
Berks,	"	Nov., 1852	63		8	64500	46100		9390		9390	591	37	648	54	180	19	In the shop; needs new fire box and new chilled tyres.
Blairsville,	Smith & Perkins,	Dec., 1853	63		8	55800	44600		15797		15797	613	82	1089	36	245	18	In good order.
Bolivar,	"	Jan., 1854	63		8	55800	44600		15434		15434	813	99	945	03	279	53	Do new.
Bald Eagle,	R. Norris & Son,	Oct., 1853	45		6	54800	33000	26856	20856		20856	1443	84	1897	25	274	98	Do new.
Black Log,	"	Jan., 1854	44		6	54900	34300	674	17450		18124	784	59	2144	15	227	97	Do will soon need new tyres.
Crawford,	M. W. Baldwin,	June, 1851	44		6	45900	26200	5334	7701		13235	214	33	1479	30	153	71	Do do
Clearfield,	"	June, 1851	44		6	45900	26200	23127	3943		27070	751	93	2279	25	275	43	Do do
Cumberland,	"	Dec., 1852	63		8	59600	48200	11	6297		6308	1316	93	452	65	262	60	In tolerable order; needs new fire box.
Crab Tree,	R. Norris & Son,	Aug., 1853	45		6	54800	33000	16691	670		17361	1300	35	1277	97	206	87	In good order.
Clay,	William Norris,	Oct., 1849	24		2	23350	14600	5392	4907		10296	206	41	870	21	131	45	Do old.
Conemaugh,	R. Norris & Son,	May, 1853	46		6	58500	35500	351	162		513	4179	99	46	41	4	29	Do has been entirely rebuilt; one new driver.
Chestnut Ridge,	"	Feb., 1854	44		6	54900	34300	1430	6447		7877	289	95	717	20	104	66	Do new.
Dauphin,	M. W. Baldwin,	Aug., 1852	63		8	64500	46100		7261		7261	1822	15	557	48	130	60	In the shop, receiving new fire box and new chilled tyres.
Delaware,	"	Oct., 1853	44		6	64500	46100		6938		6980	1107	23	526	31	126	83	Do had severe accident.
Greensburg,	Smith & Perkins,	Nov., 1853	63		8	58800	44600		13263		13443	984	11	967	96	273	48	In the shop, receiving new crown sheet.
Heisley,	William Norris,	Oct., 1851	44		6	45900	26200	216	7743		7961	354	46	651	81	89	67	Do running order; old.
Indiana,	M. W. Baldwin,	Jan., 1850	25		8	26600	15600		4788		4788	1685	65	523	63	106	26	Do do has had new drivers with chilled tyres.
Iron City,	"	Mar., 1854	83		8	59600	48200		9912		9936	946	01	854	22	251	51	In good order; new.
Jefferson,	"	Jan., 1853	63		8	59600	48200		8715		8715	512	61	705	87	162	79	In the shop, receiving new fire box and new chilled tyres.
Johnstown,	Smith & Perkins,	Dec., 1853	63		8	55800	44600		18019		18019	847	33	1334	74	302	67	In the shop.
Kittanning,	R. Norris & Son,	May, 1853	46		6	58500	35500	6018	6918		2422	70	547	05	79	67	40	In the shop, being rebuilt.
Kiskimintus,	"	May, 1853	45		6	56700	34300	10114	81		10195	887	98	930	45	158	70	Do in good order.
Kittatiny,	"	Feb., 1854	63		8	56600	43800		3843		3843	811	11	291	46	102	12	Do new.
Kishocoquillas,	"	Sept., 1853	45		6	513610	33000	33079	51		1545	51	2987	13	357	91	4	In the shop, receiving general repairs.



Ligonier,	Smith & Perkins,	April, 1854	63	8 55800	44600	72	7118	7190	396 66	422 81	111 30	4 25	5 95	1 57	11 77	In good order; new.	
R. Norris & Son,		Feb., 1854	44	6 54900	34300	10091	044	11035	525 65	1133 78	237 20	4 35	10 30	2 15	17 23	Do	
Laurel Hill,	M. W. Baldwin,	Oct., 1852	63	8 64500	46100		7537	7537	326 64	500 68	129 48	4 35	7 47	1 73	13 55	In tolerable order; needs new fire box and chilled tyres.	
Lebanon,	"	Jan., 1853	63	8 59000	48200		6598	6598	2675 12	572 92	138 13	4 40	8 28	2 09	31 31	In good order; has had do	
Laurester,	Smith & Perkins,	Dec., 1852	63	8 54200	41800		10990	10990	375 73	909 51	219 13	3 44	8 27	2 00	13 08	In the shop; needs new chilled tyres and general repairs.	
Latrobe,	R. Norris & Son,	Dec., 1853	45	5 54800	33000	32323	1080	33403	614 84	2667 33	401 67	1 89	7 90	1 20	10 09	In good order.	
Loyalhanna,	Ross Winans,	Oct., 1854	83	8 8834	8834	1300 30	530	70 169	63 14	75 6	63 1	92 22	70	do	thoroughly repaired; had four new drivers.		
Logan,	M. W. Baldwin,	Sept., 1854	63	8 64500	46100		10990	10990	1932 93	1094 45	285 14	17 64	10 43	1 61	30 23	Do	
Laurence,	"	Oct., 1852	63	8 64500	46100		8920	8920	1320 60	754 16	156 14	83	8 47	1 76	25 06	In the shop; new fire box and new chilled tyres.	
Monongahela,	R. Norris & Son,	June, 1853	45	5 56700	34300	10727	670	17526	840 82	1842 63	249 91	4 80	10 52	1 48	16 80	In good order.	
Mountaineer,	"	Feb., 1854	83	8 65400	34300		727	12312	668 20	710 11	243 54	5 43	6 20	1 91	30 15	Do	
Mahony,	Ross Winans,	Jan., 1854	44	6 54900	48200		509	9706	10218	67 58	751 85	188 93	6 05	7 37	1 79	15 21	Do
Montgomery,	M. W. Baldwin & Co.	April, 1854	44	6 54900	48200		8031	8031	2418 94	665 54	135 85	30 23	8 32	1 61	21 06	Do	
Nearby,	R. Norris & Son,	Jan., 1853	63	8 55800	44600		94	18708	18892	650 36	1135 11	227 86	3 44	6 01	1 21	10 66	Do
Nesquehanna,	Smith & Perkins,	Feb., 1854	63	8 54900	34300		411	7518	7920	893 96	848 89	102 19	11 31	10 74	1 29	23 34	Do
Nesquehanna,	"	Jan., 1854	44	6 54900	34300		1011	12912	13923	594 41	1790 39	228 92	4 27	12 88	1 65	18 80	Do
Nesquehanna,	"	Feb., 1854	44	6 54900	34300		62	14987	15047	230 15	1539 60	221 06	1 92	10 29	1 47	13 65	Do
Nesquehanna,	Smith & Perkins,	Sept., 1853	63	8 55800	44600		8333	8333	1148 75	599 29	133 14	13 84	7 22	1 84	22 90	In the shop; needs new crown sheet and general repairs.	
Nesquehanna,	"	Mar., 1854	83	8 55800	44600		132	15780	15912	1296 16	950 83	220 74	8 15	5 98	1 39	15 52	Do
Nesquehanna,	M. W. Baldwin & Co.	Aug., 1853	45	5 54800	33000	17900	1241	19141	744 49	1713 41	234 31	3 89	8 97	1 22	14 08	Do	
Nesquehanna,	R. Norris & Son,	July, 1854	83	8 54800	44600		228	8350	8578	563 36	702 03	283 50	6 62	8 26	3 33	18 21	Do
Nesquehanna,	Smith & Perkins,	Mar., 1854	63	8 55800	44600		14780	1944	16724	1996 80	1172 60	277 02	11 95	7 02	1 66	20 63	In running order.
Nesquehanna,	"	April, 1853	83	8 58500	35500	11016	5601	10116	624 19	934 83	115 85	5 83	8 49	1 05	15 37	Do	
Nesquehanna,	R. Norris & Son,	May, 1853	46	5 58500	35500		408	13706	16234	376 94	2171 38	251 66	2 32	13 40	1 55	17 27	In running order.
Nesquehanna,	Smith & Perkins,	Feb., 1854	63	8 54900	34300		12120	10410	22530	762 56	2237 44	322 33	3 38	9 94	1 43	14 75	Do
Nesquehanna,	R. Norris & Son,	Jan., 1853	45	5 67000	34300		724	11059	11783	604 30	807 06	219 25	5 16	6 67	1 87	13 70	In the shop, under general repairs.
Nesquehanna,	M. W. Baldwin,	Jan., 1853	44													Do	

*Average Cost per 100 Miles Run.*

Passenger Engines, Repairs,	-	-	-	\$7 46	Freight Engines, Repairs,	-	-	-	\$11 11
"	"	"	"	8 64	Fuel,	-	-	-	8 26
"	"	"	"	1 34	"	-	-	-	1 92
Oil, Tallow & Waste,	-	-	-		Oil, Tallow & Waste,	-	-	-	
Total,	-	-	-	\$17 44	Total,	-	-	-	\$21 29

B. F. CUSTER, Ch. Clerk Motive Power Department.

# No. 8.

## ANNUAL REPORT, 1854.

### STATEMENT OF PASSENGER RECEIPTS,

*From each Station on Pennsylvania Railroad and Foreign Stations, for 1854.*

STATIONS.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	TOTALS.
New York,	1243 63	2696 26	3273 19	2513 17½	2545 92	1916 22	1327 91	2093 58	1838 24	2251 78	1665 60	1161 68	\$24,330 18
Baltimore,	1981 50	1881 37	3918 32	4797 52½	3882 89	3091 30	2845 77	4478 70	4847 73	6314 91	4417 48	1806 09	44,293 59
Philadelphia,	16996 92	17703 60	40716 24	38164 82	34732 89	25148 53	24356 73	27136 08	29939 22	38578 97	27578 81	17099 72	338,212 54
Lancaster,	4392 82	3557 43	5180 16	5271 08	5621 23	5588 26	5950 40	7032 32	6784 76	6828 03	6451 94	5374 41	68,032 84
Columbia,	422 57½	303 32½	589 45	617 12½	1351 05	442 62	426 70	460 75	221 95	337 47	376 65	447 62	5,997 28
Chiques,	7 05	5 60	7 50	9 75	7 60	7 80	13 55	21 95	14 60	17 55	22 80	46 45	152 50
Marietta,	130 70	120 95	743 35	496 60	2883 95	158 85	117 55	189 05	129 75	119 07	130 10	143 35	5,395 27
Shoen's Mills,	17 70	12 85	15 85	11 20	15 45	19 30	15 85	25 15	11 45	14 05	14 05	14 80	188 40
Bainbridge,	48 45	27 45	73 55	75 95	122 00	34 38	47 90	48 75	25 02	36 75	31 55	43 30	615 03
Collins',	7 00	16 67½	15 80	17 75	29 95	18 80	17 10	15 00	13 45	9 85	13 55	17 35	191 78
Falmouth,	8 07½	5 10	8 55	7 30	18 60	9 80	15 30	6 25	6 50	4 95	8 25	7 15	106 62
Buck Lock,	65	1 90	2 50	4 90	2 55	3 20	6 55	3 95	8 65	2 20	2 05	7 00	46 10
Landisville,	18 00	26 20	10 55	16 90	8 00	16 40	22 82	5 70	6 65	11 35	18 30	10 70	171 57
Mount Joy,	124 05	92 05	218 77½	277 00	236 57	142 30	184 37	163 55	245 40	169 65	182 73	219 45	2,255 90
Elizabethtown,	95 60	61 40	80 45	101 35	103 90	82 90	105 75	106 37	124 65	132 82	119 80	97 65	1,212 64
Conewago,													
Middletown,	251 45	195 45	379 40	413 35	900 00	280 60	331 75	315 80	353 70	281 65	312 70	315 40	4,341 25
Highspire,	18 85	17 00	34 30	55 95	115 70	24 60	27 50	20 55	23 95	14 70	20 55	21 95	395 60
Harrisburg,	6779 12	7071 79	15649 87½	14214 75	18827 68	9292 19	9700 48	10847 80	12924 83	13751 65	10604 52	7640 98	137,305 66
Rockville,	33 00	136 75	304 70	190 25	283 60	117 55	198 40	131 00	155 80	167 50	158 00	173 20	2,099 75
Cove,	16 00	3 30	7 25	1 80	6 35	13 05	8 80	6 85	4 60	11 25	8 10	18 65	105 50
Duncannon,	307 30	233 50	483 97½	327 30	318 65	219 98	421 85	450 25	398 70	359 10	355 05	342 00	4,217 60
Aqueeduct,	163 32½	147 75	885 52½	2358 55	2009 05	1661 35	1260 30	1512 80	1476 70	1208 33	755 95	156 15	14,495 80
Bailey's,	16 80	11 85	165 25	51 25	107 65	38 10	38 15	39 80	29 25	25 45	39 55	44 50	598 60

Newport,	331 27 1/2	284 77 1/2	579 50	493 45	457 20	363 25	237 72	419 60	582 82	509 55	459 73	405 92	5,184 60
Millerstown,	370 42 1/2	302 62 1/2	741 95	782 00	641 77	269 32	254 90	245 30	488 13	481 00	543 82	439 23	5,560 17
Thompsonstown,	8 15	9 10	33 20	19 95	30 15	38 20	47 70	41 00	32 70	25 17	48 80	40 10	374 22
Mexico,	1 55	1 50	14 15	7 05	21 50	15 10	22 00	17 80	38 90	21 00	30 55	21 95	213 05
Perryville,	228 27 1/2	179 52 1/2	290 65	156 52 1/2	133 70	184 93	185 68	155 55	176 37	197 63	189 97	201 40	2,190 20
Mifflin,	511 70	517 00	977 97 1/2	883 07	883 07	575 05	650 90	667 68	976 95	913 40	680 38	830 22	9,073 08
Lewisstown,	1653 50	1288 45	2637 32 1/2	2480 52 1/2	2313 37	1821 22	1681 07	1955 65	2334 75	2342 33	2124 15	2928 63	21,720 97
Anderson's,	8 90	7 80	18 25	10 95	21 90	18 40	21 68	11 35	11 05	23 20	16 85	15 35	185 68
McVeyton,	331 27 1/2	252 40	293 70	316 90	280 45	257 50	300 50	352 67	389 50	250 08	481 07	486 13	4,631 20
Manayunk,	10 00	4 10	11 05	5 90	3 60	13 05	13 45	12 30	7 40	11 50	5 90	7 45	115 45
Newton Hamilton,	165 85	113 67 1/2	91 00	206 57 1/2	143 75	106 75	122 62	156 33	111 72	143 63	168 58	145 85	1,075 13
Mount Union,	378 25	241 15	459 62 1/2	705 82 1/2	484 60	267 30	314 55	414 97	412 38	487 02	485 30	398 37	5,079 44
Mapleton,	7 20	6 05	14 57 1/2	23 80	9 15	23 15	26 80	38 18	33 39	37 75	43 70	30 15	299 80
Mill Creek,	256 05	174 90	248 95	409 55	218 60	148 40	105 15	110 37	152 82	225 55	248 03	183 57	2,482 94
Huntington,	884 70	580 47 1/2	1053 75	1002 65	1021 03	977 05	1056 78	1224 83	1240 88	1293 83	1292 50	1234 70	12,773 17
Petersburg,	294 62 1/2	240 17 1/2	368 80	292 32 1/2	298 70	209 90	240 52	225 00	204 13	310 90	283 60	313 92	3,342 00
Barre,	15 40	12 70	23 20	23 55	20 60	27 25	40 45	32 20	37 95	33 75	40 77	46 25	348 07
Spruce Creek,	548 27 1/2	464 85	630 00	687 62 1/2	746 85	607 28	585 88	666 87	677 60	1017 32	506 45	633 75	7,772 75
Birmingham,	138 90	85 32 1/2	123 70	131 07 1/2	90 00	116 90	127 57	89 88	125 58	130 85	100 28	108 10	1,368 16
Tyrone,	665 65	578 70	771 72 1/2	1243 65	1570 83	1326 45	1214 83	1175 30	1424 75	1627 95	949 45	1026 58	13,515 26
Tipton,	73 75	32 20	36 35	54 42	49 50	35 62	86 20	58 07	38 40	52 80	64 82	68 65	650 78
Easton,	92 40	54 10	42 32 1/2	69 70	38 50	47 15	54 67	80 03	86 28	68 80	53 20	65 47	751 70
Bell's Mills,	152 45	73 92 1/2	84 10	69 60	131 55	162 55	130 23	131 35	173 65	133 80	108 23	112 93	1,387 37
Altom,	1478 37 1/2	1639 30	2901 25	2862 65	2845 22	2674 88	2983 20	3259 90	3116 20	3272 78	2755 75	2865 10	32,714 00
Hollidaysburg,	3215 27 1/2	1497 82	963 82 1/2	1228 52 1/2	1368 12	1071 43	1469 90	1788 35	1821 10	1896 97	1046 62	1048 57	19,066 50
Duncansville,						102 40	130 80	573 55	80 20	164 00	251 10	305 88	1,501 47
Balford Springs,													804 55
Plane No. 9,	31 75	23 45											55 20
Plane No. 8,	22 60	2 30											24 90
Summit,	646 00	295 70											941 70
Plane No. 4,	123 20	49 65											172 85
Plane No. 2,	11 55	7 85											19 40
Jefferson,	232 50	76 30											308 80
Half-Way House,	64 30	44 85											100 15
Kittanning Point,			2 40	30	4 40	1 45	8 85	9 10	13 80	9 25	5 85	6 60	66 40
Gallitzin,	323 30	323 30	685 85	820 60	651 00	576 57	785 78	717 98	774 92	765 18	583 38	728 37	7,415 03
Cresson's,	121 32 1/2	55 45	251 97 1/2	315 92 1/2	320 35	248 25	356 15	456 37	446 43	289 15	278 97	302 45	3,386 45
Gilly's,	55 45	55 45	132 05	121 87 1/2	86 95	42 00	96 60	46 15	40 45	54 70	50 75	65 20	705 17
Portage,	5 80	5 80	16 35	11 15	8 20	11 05	23 30	21 00	15 50	20 80	15 35	20 10	168 60
Wilmore,	108 30	108 30	276 42 1/2	338 25	379 91	521 95	578 60	432 80	646 00	801 30	561 97	623 15	5,288 64
Summerhill,			37 45	27 05	28 85	32 40	51 30	49 90	55 00	50 70	39 70	64 65	482 60
Viaduct,	9 45	7 55	6 55	7 75	2 70	1 20	4 00	4 00	2 80	6 30	6 75	6 30	63 75
Conemaugh,	32 95	42 40	11 90	13 25	7 20	15 05	10 30	11 05	19 25	27 25	8 15	9 90	208 65
Johnstown,	1448 77	1448 77	1662 90	1782 47 1/2	1757 30	1071 18	2310 52	2172 05	2209 80	2638 22	2109 88	2935 48	23,237 98
Conemaugh Furnace,	1369 35	17 15	31 10	32 50	23 40	31 50	26 50	42 55	29 05	46 90	44 55	34 75	359 95

# No. 8—continued.

## STATEMENT OF PASSENGER RECEIPTS,

From each Station on Pennsylvania Railroad and Foreign Stations, for 1854.

STATIONS.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	TOTALS.
Nineveh, -	94 85	98 35	122 35	87 45	99 45	103 65	100 05	52 25	28 20	35 35	39 65	40 30	\$901 90
New Florence, -	189 12½	214 60	242 40	210 57½	178 03	198 47	267 25	334 43	214 77	356 38	271 73	249 37	2,924 13
Lockport, -	97 47½	106 47½	108 72½	49 40	85 35	128 00	182 80	247 02	237 50	291 65	138 00	167 00	1,859 30
Rolliver, -	33 75½	36 50	34 10	26 25	33 50	29 50	42 20	43 40	25 80	47 95	28 53	21 85	403 33
Blairsville Intersect., -	89 65	87 55	92 20	41 65	70 35	58 78	42 20	149 23	127 65	186 65	105 20	102 98	1,237 62
Blairsville, -	879 95	642 35	1107 50	1008 10	931 25	1084 17	1300 37	1532 62	1514 20	2471 85	1396 53	1287 12	15,156 01
Hillside, -	47 05	82 10	96 85	100 60	77 40	112 55	70 20	145 60	85 95	80 80	75 00	60 68	1,034 78
Derry, -	70 80	70 72½	72 10	60 50	42 05	69 90	92 53	72 82	51 40	139 32	52 85	62 62	857 62
St. Clair, -	33 10	36 92½	23 75	24 32½	30 90	67 43	48 47	93 17	51 33	75 20	41 27	57 20	586 07
Latrobe, -	489 57½	462 92½	763 95	550 22½	587 85	473 15	740 95	656 58	737 65	836 07	621 68	613 55	7,533 55
Beatty's, -	51 10	41 30	35 30	24 60	42 10	41 25	52 25	46 55	35 95	47 70	50 75	37 60	506 45
Georges's, -	807 20	2 75	10 70	6 80	8 45	13 00	13 70	17 35	10 25	17 10	18 50	16 00	135 20
Greensburg, -	13 65	881 90	1078 90	1095 37½	1333 90	1138 75	1196 23	1536 75	1406 53	1916 35	1478 55	1278 98	15,204 41
Radebaugh's, -	-	6 35	5 30	10 25	8 85	8 10	31 70	24 25	9 65	25 10	16 50	8 30	166 00
Grapeville, -	-	4 20	12 00	8 60	15 50	14 75	10 90	13 65	9 35	26 00	12 80	22 10	150 45
Manor, -	117 22½	89 42½	68 00	79 35	106 90	82 35	96 45	123 42	102 70	114 65	86 40	90 35	1,137 22
Irwin's, -	267 65	233 72½	280 22½	323 85	305 95	332 62	389 20	548 88	444 72	524 30	418 55	361 05	4,380 72
Larimer's, -	-	14 10	29 85	32 30	42 05	44 80	59 15	48 25	39 62	78 20	31 50	43 25	463 07
Stewart's, -	60 90	68 35	59 60	62 25	45 85	74 00	88 02	98 20	63 98	100 57	43 25	45 55	810 52
Turtle Creek, -	-	10 70	26 35	22 10	37 65	32 10	38 95	47 70	27 45	37 85	35 75	30 20	366 80
Brinton's, -	275 92½	155 77½	107 25	102 15	143 00	170 08	328 50	316 77	244 00	310 88	171 28	210 40	2,535 21
Braddock's, -	-	12 90	27 85	37 65	37 95	41 40	58 40	42 75	36 70	44 25	41 75	36 25	417 85
Swissvale, -	-	7 85	14 70	16 60	26 45	30 95	32 55	20 70	24 95	25 30	20 40	19 35	239 80
Wilkinsburg, -	125 30	100 05½	78 67½	78 65	130 07	78 50	144 15	131 00	132 95	150 67	125 80	88 22	1,354 04





## No. 9.

## ANNUAL REPORT, 1854.

# ANNUAL STATEMENT OF NUMBER OF PASSENGERS

*Carried from and to each Station Pennsylvania Railroad, and Foreign Stations, Westwardly and Eastwardly, during 1854.*

[illegible]



Mexico, -	88	92	60	100	139	186	138	191	227	278	198	291
Perryville, -	796	577	1616	741	912	634	592	885	1708	1211	1200	1625
Midlin, -	1829	1322	1616	1063	1882	1926	2016	1836	3711	3448	3439	3439
Lewistown, -	3637	4113	3469	2861	3465	4361	4255	3178	7032	8761	7761	6339
Anderson's, -	120	150	87	132	147	124	70	178	267	280	157	310
McVeyton, -	782	1466	1371	677	1116	1588	1491	1010	1892	3651	2862	1717
Manunk, -	62	85	57	70	63	138	93	91	125	225	150	161
Newton Hamilton, -	659	531	531	581	630	606	643	558	1289	1134	1154	1139
Mount Union, -	1645	685	685	1300	1630	776	874	1489	3275	1590	1559	2789
Mapleton, -	823	143	92	116	148	202	216	164	227	345	302	280
Mill Creek, -	79	470	985	339	565	339	565	1130	2206	843	875	2135
Huntington, -	3698	2712	2428	3448	5019	3210	3174	4488	8717	5922	5902	7936
Petersburg, -	1186	1440	1358	1006	1103	1788	1364	1036	2289	3228	2722	2642
Barree, -	210	144	144	222	337	302	240	387	547	454	393	679
Spruce Creek, -	2582	1766	1766	2361	2838	2174	2092	2578	5420	4086	3855	4939
Birmingham, -	593	847	847	652	711	886	823	898	1301	1705	1763	1485
Tyone, -	2830	4625	2185	2332	4068	3327	3008	3608	7952	5193	5193	6000
Updon, -	258	293	257	351	361	462	465	453	731	722	722	804
Fosteria, -	356	386	390	348	382	493	550	348	738	879	949	696
Ball's Mills, -	917	592	592	884	870	922	928	918	1787	1530	1520	1892
Duncansville, -	886	6201	5496	8719	15427	6538	6600	14555	25933	12739	12996	22274
Holidaysburg, -	17	172	172	10	500	2263	2490	423	517	2371	2602	433
Redford Springs, -	2764	7612	7652	1456	2180	10559	9995	1768	6214	18271	17647	3224
Plane No. 3, -	55	56	25	48	84	178	138	109	84	199	138	115
Plane No. 8, -	16	99	41	24	16	55	16	16	55	25	25	48
Summit, -	332	484	424	271	421	352	352	484	421	484	421	271
Plane No. 4, -	150	148	80	356	130	148	130	80	148	148	80	156
Plane No. 2, -	7	74	37	33	7	7	7	33	7	74	37	33
Jellerson, -	261	139	147	347	261	139	261	139	139	139	117	347
Half-Way House, -	116	90	78	179	116	81	116	90	116	90	78	179
Kittanning Point, -	14	41	29	59	67	220	101	202	315	261	133	232
Gallitzin, -	1186	1039	857	857	2317	2672	2145	2095	3459	3858	3184	2352
Cresson's, -	383	454	537	432	740	1021	1037	872	1123	1475	1574	1304
Lilly's, -	388	393	314	423	272	409	396	377	690	802	710	800
Portage, -	16	89	61	49	243	243	212	129	77	362	361	169
Wilmore, -	1085	546	628	939	2327	1446	1186	2075	3412	2934	1732	3014
Sumnerhill, -	140	147	181	285	181	361	520	1031	321	513	607	1316
Viaduct, -	20	57	31	143	45	33	33	83	57	88	90	226
Conemaugh, -	49	126	126	87	118	61	126	159	169	229	184	207
Johnstown, -	4600	3690	5991	4494	4963	4979	4963	5676	10591	7283	8053	10170
Conemaugh Furnace, -	21	311	311	95	141	366	390	246	165	618	701	341
Nineveh, -	431	592	592	478	151	241	331	433	615	923	883	911
New Florence, -	885	751	955	817	3346	1107	1073	899	2231	1858	2926	1716
Lockport, -	446	267	958	486	563	563	653	1297	1464	826	1067	1683
Lockwar, -	176	237	184	347	101	203	266	245	277	410	450	592

# No. 9—continued.

## ANNUAL STATEMENT OF NUMBER OF PASSENGERS

Carried from and to each Station Pennsylvania Railroad, and Foreign Stations, Westwardly and Eastwardly, during 1854.

STATIONS.	For Six Months ending June 30.										For Six Months ending December 31.										TOTALS.				
	WEST.					EAST.					WEST.					EAST.									
	FROM		TO		Local.	FROM		TO		Local.	FROM		TO		Local.	FROM		TO		Local.	FROM		TO		Local.
	Thro'.	Local.	Thro'.	Local.		Thro'.	Local.	Thro'.	Local.		Thro'.	Local.	Thro'.	Local.		Thro'.	Local.	Thro'.	Local.		Thro'.	Local.	Thro'.	Local.	
Blairsville Intersect.,		570		289	626		744		409	1076		439		1314					698					711	1702
Blairsville,		2852		2449	2845		4808		4064	4678		3651		7660					6513					5856	7523
Hillsdale,		339		503	428		1236		1069	1193		880		1575					1335					1335	1621
Derry,		216		250	353		265		204	372		416		481					514					774	757
St Clair,		93		99	150		203		280	304		389		298					379					598	454
Latrobe,		2650		1082	2798		3113		1735	3289		1843		5763					2817					3180	6087
Beatty's,		301		67	489		401		78	533		118		702					145					144	491
George's,		126		26	193		216		51	298		66		342					77					144	491
Greensburg,		5053		2572	5037		6133		3645	6407		4066		11186					6217					6848	11444
Radebaugh's,		94		5	133		159		14	177		12		253					19					29	310
Grapeville,		130		26	156		180		46	179		41		310					72					64	335
Manor,		669		249	894		684		204	2882		443		1353					453					823	1871
Irwin's,		1992		1032	2253		2943		1442	637		1584		4935					2474					2602	5135
Larimer's,		355		55	483		555		137	839		118		910					192					195	1120
Stewart's,		622		163	730		747		274	848		397		1369					437					683	1569
Turtle Creek,		378		92	486		699		171	5378		138		1077					263					234	1334
Brinton's,		1701		601	2081		4404		716	1578		931		6105					1317					1698	7459
Braddock's,		620		129	396		963		49	1468		76		1583					178					118	1974
Swissvale,		552		21	743		855		70	6407		28		1407					91					31	2211
Wilksburg,		1943		264	2399		5555		521	785		736		7498					785					1174	8806
Homewood,		93		14	79		246		16	175		10		339					80					13	254
Liberty,		2919		369	553		7802		580	8417		882		10721					949					1435	12438
Pittsburg,		12167		29006	9832		13162		41364	9553		44757		25329					70370					19385	71862
Alliance,		897		516	583		674		1	1167		594		1110					22					1110	594
Massillon,		366		346	346		259		259	625		254		625					625					594	594
Wooster,																									

Mansfield, -	-	245	457	196	309	441	757		
Crestline, -	-	756	400	516	405	1272	865		
Sandusky, -	-	97	74	41	51	138	125		
Newark, -	-	101	123	112	71	213	194		
Cleveland, -	-	1922	1050	981	1011	2903	2061		
Columbus, -	-	829	607	512	539	1332	1146		
Cincinnati, -	-	2938	4822	3828	3342	6766	8164		
Louisville, -	-	585	359	359	233	944	233		
St. Louis, -	-	346	127	567	233	913	127		
Bellevue, -	-	94	77	179	119	273	196		
Dayton, -	-	484	377	399	398	882	775		
Indianapolis, -	-	568	407	361	446	1129	853		
Lafayette, -	-	160	41	66	85	226	126		
Jeffersonville, -	-	65	50	56	210	121	260		
Toledo, -	-	292	105	170	122	462	227		
Chicago, -	-	2139	1356	1869	2114	4008	3470		
Zanesville, -	-	205	30	211	179	416	299		
Xenia, -	-	69	24	24	5	98	5		
Madison, -	-	3	2	2	4	83	4		
Wheeling, -	-	79	4	4	2	142	2		
Detroit, -	-	50	92	92	85	185	85		
Milwaukee, -	-	25	60	60	5	5	5		
Sheboygan, -	-	5	25	25	42	42	42		
La Salle, -	-	17	114	114	115	115	115		
Galeua, -	-	1	1	1	2	2	2		
Freeport, -	-	2	2	2	1	1	1		
Racine, -	-	1	1	1	114	25	180		
Springfield, -	-	72	72	25	24	25	35		
Urbana, -	-	11	11	11	24	33	33		
Richmond, -	-	29	29	21	21	21	21		
Marion, -	-	-	-	-	2	2	2		
Muncie, -	-	-	-	-	-	-	-		
Forest, -	-	-	-	-	-	-	-		
Rock Island, -	-	-	-	-	-	-	-		
Fort Wayne, -	-	-	-	-	-	-	-		
Totals, -	-	26461	128179	25520	129101	21546	112762	21617	113304
						25218	152521	25202	152288
						20816	154251	20743	154841
						51079	286700	50722	281389
						42362	267013	42360	268145

## No 10.

## ANNUAL REPORT, 1854.

ANNUAL STATEMENT OF PASSENGERS CARRIED, AND MILES TRAVELED DURING 1854.

1854.	HARRISBURG AND LANCASTER RAIL ROAD.										COLUMBIA BRANCH RAIL ROAD.										PENNSYLVANIA RAIL ROAD.									
	WESTWARD.					EASTWARD.					WESTWARD.					EASTWARD.					WESTWARD.					EASTWARD.				
	Individual Passengers	Miles Tra- veled.	Average Distance	Equivalent Through Passengers	Individual Passengers	Miles Tra- veled.	Average Distance	Equivalent Through Passengers	Individual Passengers	Miles Tra- veled.	Average Distance	Equivalent Through Passengers	Individual Passengers	Miles Tra- veled.	Average Distance	Equivalent Through Passengers	Individual Passengers	Miles Tra- veled.	Average Distance	Equivalent Through Passengers	Individual Passengers	Miles Tra- veled.	Average Distance	Equivalent Through Passengers	Individual Passengers	Miles Tra- veled.	Average Distance	Equivalent Through Passengers		
January, -	5,047	141,145	27.9	3,920	4,666	138,683	29.8	3,852	1,323	14,633	11.1	770	1,088	9.876	9.1	519	16,185	985,535	60.9	3,926	16,983	990,112	58.3	3,914	1,614,593	71.9	4,695			
February, -	4,617	137,017	29.7	3,806	5,239	168,825	32.2	4,689	1,017	11,623	11.4	612	9.78	10,476	10.7	551	15,522	1,088,023	70.1	4,387	16,178	1,164,593	71.9	4,695						
March, -	9,916	283,108	29.7	7,864	7,419	227,808	30.0	6,189	2,219	26,632	12.0	1,402	1,546	17,496	11.3	920	24,035	2,424,888	101.1	9,777	19,125	1,696,655	84.0	6,478						
April, -	8,923	263,429	29.5	7,317	6,758	197,040	29.0	5,473	2,057	24,295	11.8	1,278	1,354	15,223	11.3	801	22,722	2,326,446	102.4	9,384	17,322	1,343,011	75.4	5,415						
May, -	11,801	284,622	24.1	7,906	7,382	215,172	29.1	6,003	3,464	72,389	13.3	3,809	1,968	21,437	10.9	1,128	28,679	2,419,125	84.4	9,755	20,010	1,694,329	80.7	6,711						
June, -	6,554	196,354	29.9	5,454	6,344	182,864	28.8	5,079	1,490	15,362	10.3	808	1,146	12,580	10.9	662	21,091	1,439,017	68.2	8,802	21,944	1,671,908	76.2	6,822						
July, -	6,881	206,860	30.1	5,747	5,970	168,783	28.4	4,688	1,382	13,020	9.4	685	1,281	10,976	11.9	772	28,379	1,502,297	52.9	6,037	28,658	1,499,552	52.3	6,047						
August, -	7,071	214,864	30.4	5,968	7,168	204,054	28.5	5,668	1,504	13,530	8.9	712	1,597	17,296	10.8	908	28,189	1,806,310	64.1	7,283	28,261	1,658,059	58.6	6,677						
September, -	8,006	242,138	30.3	6,728	7,243	216,601	28.5	6,017	777	7,917	10.2	417	923	10,976	11.9	577	29,931	1,967,365	78.9	7,933	25,256	1,557,108	61.6	6,279						
October, -	8,371	291,386	31.2	7,261	7,950	215,993	29.8	6,006	971	8,979	9.3	473	1,347	16,843	12.5	886	28,836	1,973,589	82.3	9,370	23,937	1,759,020	67.8	7,093						
November, -	6,818	262,232	29.7	5,619	5,987	165,022	27.6	4,584	1,017	9,573	9.4	504	1,507	19,338	12.8	1,018	23,915	1,748,312	73.1	7,614	23,094	1,476,783	63.9	5,955						
December, -	5,414	160,253	29.6	4,481	5,402	141,464	26.2	3,929	1,186	10,864	9.1	572	1,560	17,554	11.2	924	21,561	1,429,150	52.3	4,553	22,273	1,227,292	55.1	4,948						
Totals, -	89,025	2,593,518	29.1	72,041	76,828	2,237,309	29.0	62,173	20,407	228,817	11.2	12,042	16,293	183,743	11.2	9,606	284,045	21,210,927	74.6	86,037	236,141	17,618,422	66.2	71,064						

LEWIS L. HOUP, *General Ticket Agent.*

Equivalent Through Passengers between	Harrisburg and Lancaster,	Westward.	Eastward.
“ “	“ “	72,041	62,173
“ “	“ “	86,037	71,064
Total number of Passengers between	Harrisburg and Columbia,	12,042	9,666
“ “	“ “	89,025	76,828
“ “	“ “	284,045	266,141
	Harrisburg and Columbia,	20,407	16,295

No. 11.

## ANNUAL REPORT, 1854.

## CONDENSED STATEMENT

*Showing the entire Receipts of Pennsylvania Rail Road Company,  
over all parts of the Route.*

1854.	Passengers.	Emigrants.	Express.	Mails.	AMOUNTS.
January, . . .	71,430 68	12,504 31	3,357 90	6,063 74	93,356 63
February, . . .	76,160 45	4,222 21	2,505 65	6,063 74	88,952 05
March, . . .	130,395 27	6,301 24	4,943 17	6,063 74	147,703 42
April, . . .	120,204 42	10,733 15	2,991 11	6,063 74	140,092 42
May, . . .	133,752 61	15,306 26	4,540 95	6,063 74	159,663 56
June, . . .	104,034 15	9,386 95	2,414 23	6,063 74	121,899 07
July, . . .	100,219 42	9,185 70	2,328 31	6,063 74	117,797 17
August, . . .	113,761 62	12,683 24	3,052 66	6,063 74	135,561 26
September, . . .	116,286 45	10,140 14	3,052 66	6,063 74	135,542 99
October, . . .	135,201 25	13,324 26	4,422 49	6,063 74	159,011 74
November, . . .	109,136 48	10,793 06	3,168 23	6,063 74	129,161 51
December, . . .	81,898 37	7,317 40	3,168 23	6,063 74	98,447 74
	1,292,581 17	121,897 92	39,945 59	72,764 88	1,527,189 56

LEWIS L. HOUPY,  
*General Ticket Agent.*

## COMPARATIVE STATEMENT

*Of Total Monthly Receipts from Passengers, Emigrants, Express and  
Mails, over the Entire Route.*

	1849.	1850.	1851.	1852.	1853.	1854.
Jan.,		9,638 21	35,087 06	58,698 84	57,455 35	93,356 63
Feb.,		9,002 68	31,228 25	76,661 22	70,668 75	88,952 05
Mar.,		18,653 20	73,226 39	129,832 05	111,893 26	147,703 42
April,		27,533 37	63,893 12	130,047 32	134,131 07	140,092 42
May,		24,511 47	55,039 68	106,645 87	116,932 22	159,663 56
June,		19,290 00	52,387 65	84,974 52	107,816 38	121,899 07
July,		17,817 76	51,939 98	85,150 25	111,801 59	117,797 17
Aug.,		20,554 57	63,027 81	91,508 64	134,841 68	135,561 26
Sept.,	5,998 03	37,173 84	67,373 46	105,578 57	146,453 25	135,542 99
Oct.,	12,636 87	53,052 22	74,618 22	96,547 26	140,574 30	159,011 74
Nov.,	14,255 00	48,353 72	59,223 73	75,658 93	110,853 54	129,161 51
Dec.,	9,610 37	36,204 46	55,978 19	67,477 10	104,453 25	98,447 74
	42,500 27	321,785 50	683,023 54	1,108,780 57	1,347,874 64	1,527,189 56

LEWIS L. HOUPY,  
*General Ticket Agent.*

No. 12.

## ANNUAL REPORT, 1854.

## EMIGRANT STATEMENT.

*Showing the number of Passengers from New York and Philadelphia to Lancaster, Columbia, Harrisburg and Pittsburgh, and points West.*

FROM	TO LANCASTER.	TO COLUMBIA.	TO HARRISBURG.	TO PITTSBURGH, & POINTS WEST.	TOTALS.
New York, - -	785	153	574	12,066	13,578
Philadelphia, -	496	189	485	9,200	10,370
Totals, - -	1,281	342	1,059	21,266	23,948

FRANCIS FUNK,

*Emigrant Agent.*



## No. 13.

## ANNUAL REPORT, 1854.

## FREIGHT RECEIPTS

*Of Pennsylvania Rail Road, for the year 1854.*

	TOTAL.
From Pittsburgh to Philadelphia, . . . . .	\$ 516,987 96
“ Way Stations to Philadelphia, . . . . .	311,738 79
“ Pittsburgh to Baltimore, . . . . .	104,890 11
“ Philadelphia to Pittsburgh, . . . . .	610,012 14
“ Way Stations to do. . . . .	110,959 62
“ Baltimore to do. . . . .	59,994 03
Local, Eastward, . . . . .	118,296 79
Local, Westward, . . . . .	132,144 14
	<hr/>
	1,965,023 58
Receipts for Tolls, &c. . . . .	52,741 18
do. from Harrisburg & Lancaster Rail Road, for Motive Power, . . . . .	8,846 79
	<hr/>
Total Freight Receipts, . . . . .	\$2,026,611 55

## INFORMATION

*From Records at the General Freight Office.*

Tons of Through Freight, East, . . . . .	50,451
do. do. do. West, . . . . .	43,341
do. Local Freight, East, . . . . .	88,936
do. do. do. West, . . . . .	53,996
Number of Cars to Philadelphia, . . . . .	31,935
do. do. from Philadelphia, . . . . .	30,020
Average Load, East, . . . . .	6,374
do. do. West, . . . . .	3,882
Tons of Baltimore Freight, East, . . . . .	11,341
do. do. do. West, . . . . .	5,120
Total Tons Moved, . . . . .	236,724
Mileage, Through Freight, East, . . . . .	12,544,336
do. do. do. West, . . . . .	10,639,468
do. Way Freight, East, . . . . .	14,087,629
do. do. West, . . . . .	6,648,279
Total Mileage on Pennsylvania Rail Road, . . . . .	43,919,712
do. do. Harrisburg & Lancaster Rail Road, . . . . .	4,699,353
do. do. Columbia Rail Road, . . . . .	12,963,745
Tons subject to State Tax, . . . . .	224,181
Mileage of Taxed Tonnage, . . . . .	43,921,959
Amount of State Tax, . . . . .	\$ 131,765 87

MILEAGE ESTIMATED IN TONS CARRIED ONE MILE.

GEORGE W. FERNON,

*Chief Clerk, Freight Dep't.*

## No. 14.

## ANNUAL REPORT, 1854.

## STATEMENT OF WEIGHT

AND

## AMOUNT OF FREIGHT

*Shipped from and Received at each Station, Pennsylvania Railroad,  
during year 1854.*

No. NAME OF STATION.	FORWARDED.				RECEIVED.			
	1st Class.	2d Class.	3d Class.	4th Class.	1st Class.	2d Class.	3d Class.	4th Class.
1 Philadelphia, -	40,234,664	48,172,081	11,238,069	19,658,524	4,791,016	12,259,262	11,033,987	174,005,981
Baltimore, -	2,509,749	2,005,925	1,202,357	6,374,582	408,679	2,294,864	2,103,143	17,807,406
26 Lancaster, -	293,040	128,984	61,486	105,826	117,437	144,795	285,985	1,929,850
C Columbia, -	266,756	75,521	175,778	3,605,033	36,110	90,505	641,205	5,675,815
34 Harrisburg, -	1,312,608	886,812	257,152	7,543,312	540,107	624,405	1,142,410	7,902,790
36 Cove, -	1,500		140,870	12,000	18,564	370	16,639	1,332
37 Duncannon, -	59,874	35,488	49,806	3,787,851	227,557	201,213	216,592	1,174,129
39 Bailsburg, -				2,000	18,592	5,335	3,411	33,564
40 Newport, -	230,952	245,543	822,935	1,335,259	399,743	466,112	808,202	494,228
41 Millerstown, -	318,731	151,306	363,525	424,889	174,377	146,429	213,702	206,335
44 Perryville, -	173,658	202,449	813,704	2,205,600	230,451	315,470	885,613	624,502
45 Millin, -	304,443	127,291	636,283	1,226,986	249,942	296,855	331,244	827,444
48 McVeyton, -	80,761	24,868	124,550	1,358,185	133,699	114,818	150,482	206,027
50 Newton Hamilton, -	47,737	13,033	23,078	53,100	63,152	39,668	25,553	222,210
51 Mt. Union, -	212,960	86,273	586,789	2,391,156	287,187	339,208	576,315	369,732
52 Mapleton, -				1,179,092	145	485	50	8,710
53 Mill Creek, -	147,621	56,135	109,381	366,841	116,053	131,550	44,390	142,027
54 Huntingdon, -	209,512	221,513	120,084	1,114,646	584,001	519,719	243,489	1,431,309
55 Petersburg, -	152,152	79,281	183,938	1,619,833	183,547	144,063	54,754	622,614
57 Spruce Creek, -	177,126	174,810	328,413	7,088,080	340,176	397,729	328,009	1,155,476
59 Tyrone, -	247,235	95,581	61,623	10,635,168	1,328,067	1,328,444	627,885	1,903,632
60 Tipton's, -	24,814	33,851	3,564	4,597,129	63,664	43,454	30,305	204,564
61 Fostoria, -	23,343	1,500	12,300	121,056	132,734	94,892	19,330	257,394
62 Bell's Mills, -	65,380	9,649	30,090	3,762,249	119,866	76,708	50,690	317,424
63 Altoona, -	333,246	35,526	613,408	6,123,450	1,017,149	827,687	2,707,487	8,421,098
K Hollidaysburg Int., -	506,737	119,922	214,820	5,477,864	687,000	701,518	610,950	2,837,369
65 Gallitzin, -	99,469	54,854	56,393	605,433	247,195	212,050	504,152	1,538,634
66 Cresson, -	96,135	26,759	38,800	121,111	156,972	135,742	119,968	581,605
69 Wilmore, -	45,579	8,841	18,110	1,706,310	235,556	248,394	248,761	1,064,985
73 Conemaugh, -			700		24,446	13,000	4,967	806,396
73 Johnstown, -	720,163	2,422,494	1,021,111	12,743,285	1,091,271	1,237,074	1,423,414	10,551,902
76 New Florence, -	87,806	17,742	51,066	1,482,424	121,511	156,810	105,932	773,090
77 Lockport, -	73,683	96,407	1,396,725	1,873,964	93,501	90,944	29,799	561,392
79 Blairsville, -	387,420	526,263	501,135	3,038,875	649,160	1,182,669	330,994	2,368,240
81 Derry, -	74,649	19,884	114,874	1,927,115	44,948	75,201	39,315	172,597
82 St. Clair, -	33,925	20,135	97,614	2,227,115	60,949	166,618	118,996	495,234
83 Latrobe, -	345,659	799,883	585,697	3,391,702	165,625	409,810	74,275	1,915,437
86 Greensburg, -	387,212	386,252	453,065	4,145,062	452,451	1,510,293	213,954	2,344,415
89 Manor, -	59,210	133,075	107,636	954,620	58,868	231,346	3,854	843,579
90 Irwin's, -	90,075	57,257	228,159	54,256,036	61,576	373,109	80,823	1,064,566
92 Stewart's, -	88,292			8,835,558	18,523	52,476	3,948	47,902
94 Brinton's, -	7,332	762	699		30,928	16,389	88,116	335,975
97 Wilkinsburg, -	6,760			629,718	16,286	20,183	2,923	13,212
99 Liberty, -	16,725	3,997	179,454	221,411	31,464	10,856	23,375	48,576
100 Pittsburg, -	2,417,882	16,026,513	12,722,525	122,235,134	37,241,793	44,707,526	7,969,285	78,937,753
M Lewistown, -	1,154,067	877,610	954,754	9,578,127	1,113,361	1,456,779	731,529	1,626,103
M Duncanville, -	46,461	26,646	32,716	2,719,804	19,417	38,730	12,801	412,167
Summit, -	11,434	5,035	10,851	55,130	58,228	68,281	23,113	396,498
67 Lilly's, -	600	600		10,176	36,951	10,340	22,041	322,599
84 Beatty's, -	677		553	8,530	2,420	4,957	2,084	130,173
91 Larimer's, -	6,356	2,058	32,000	11,079,065	5,976	24,972	4,031	429,084
Totals, -	54,221,692	74,467,288	36,814,762	336,075,322	54,221,692	74,467,288	36,814,762	336,075,322

GEO. W. FERNON, *Chief Clerk Freight Department.*

## ARTICLES OF FIRST CLASS.

Aids at double rates, except by car loads.  
 Beef, fresh.  
 Books and Stationery, way.  
 Boots, Shoes, Hats, &c.  
 Bottled Liquors of all kinds.  
 Rooms.  
 Butter, fresh.  
 Carriages or vehicles of pleasure at double rates, at owner's risk.  
 Carpeting.  
 Cedar and Wooden Ware.  
 China.  
 Cigars.  
 Clocks.  
 Confectionery.  
 Cotton Laps.  
 Cranberries.  
 Cutlery.  
 Dry Goods, in boxes.  
 Drugs and Medicines, way.

Eggs, at owner's risk, way.  
 Feathers.  
 Foreign Fruits.  
 Foreign Liquors, way.  
 Fresh Fish, at owner's risk.  
 Fruit Trees and Shrubbery, at owner's risk.  
 Furniture, boxed, with an addition of 50 per cent., and at owner's risk.  
 Furniture, new, not boxed, at double rates, at owner's risk.  
 Furniture, common, second-hand.  
 Furs.  
 Garden Seeds, in boxes.  
 Ivory.  
 Live Stock.  
 Looking Glasses and Glass Plate, at owner's risk.  
 Muskets and Firearms.  
 Oil, in bottles.  
 Oysters, in cans or jars.

Pianos.  
 Pork, fresh, and other fresh meats, way.  
 Poultry, dressed or in coops, at owner's risk.  
 Russia Bristles.  
 Saddlery, way.  
 Sashes, glazed or unglazed.  
 Sheet Iron Stoves.  
 Snakeroot.  
 Sperm Candles.  
 Tin Ware.  
 Trunks.  
 Umbrellas.  
 Utensils of copper, brass, or steel.  
 Wagons for hauling goods, when taken to pieces, and closely packed.  
 Willow Ware, at double rates.  
 Window Glass, westward.  
 Wines, in baskets and boxes.  
 Wool, (manufactured).

## ARTICLES OF SECOND CLASS.

Agricultural productions not specified.  
 Agricultural Implements, less than 100 lbs. each.  
 Apples, dried.  
 Bacon, westward.  
 Bags, empty.  
 Beer, Porter and Ale, in barrels.  
 Beeswax.  
 Books and Stationery, THROUGH.  
 Bristles, American.  
 Broom Corn, at owner's risk from fire.  
 Buffalo, Bear and Deer Skins.  
 Casks or Barrels, empty.  
 Cast Steel.  
 Candles, way.  
 Carpenter's Work, [except Sashes].  
 Cider.  
 Cheese, westward.  
 Clover, Timothy and other grass seeds.  
 Clock Weights.  
 Dry Goods, in bales.  
 Drugs and Medicines, THROUGH.  
 Eggs, at owner's risk, THROUGH.

Glassware.  
 Gas Pipes.  
 Groceries, except Coffee.  
 Gunny Bags.  
 Glue, way.  
 Ginseng.  
 Hardware, except cutlery.  
 Hollow Ware.  
 Hops.  
 Honey.  
 Leather.  
 Liquors, foreign, in casks, THROUGH.  
 Mahogany, and other ornamental wood.  
 Marble, manufactured.  
 Machinery, light.  
 Mechanic's Tools.  
 Oil, in casks, way.  
 Oil, Sperm and Linseed, THROUGH.  
 Oil Cloth.  
 Oysters, in shell, at owner's risk, and prepaid.  
 Paints and Dyestuffs.  
 Paper Hangings, boxed.  
 Paper, printing, way.  
 Paper, writing.  
 Peaches, dried or green.  
 Queensware, way.  
 Rags, at owner's risk.  
 Rice, way.  
 Ropes and Cordage, westward.  
 Saddlery, THROUGH.  
 Shot.  
 Soap, westward.  
 Spices.  
 Starch.  
 Stoves and Stove Castings, at owner's risk, way.  
 Sugar, way and THROUGH, except in hogsheads.  
 Teas.  
 Turpentine, spirits.  
 Tobacco, in leaf, westward.  
 Tobacco, manufactured, except Cigars.  
 Wine, in casks, THROUGH.  
 White Lead.  
 Whiting, way.  
 Whiskey and other domestic Liquors, westward.  
 Wool and Sheep Felts.  
 Zinc, manufactured.

## ARTICLES OF THIRD CLASS.

Anvils.  
 Agricultural Implements, exceeding 100 lbs. weight.  
 Apples, green.  
 Alcohol, way.  
 Ashes, pot or pearl.  
 Bagging.  
 Beans and Peas, in casks.  
 Bedford, or other Mineral Waters, in barrels.  
 Brass, not manufactured.  
 Bran, Shipstuff, and other feed.  
 Bacon and Pork, loose, eastward.  
 Butter, in firkins, kegs or barrels.  
 Castings, light.  
 Coffee, way.  
 Coke.  
 Cotton, uncompressed.  
 Copper, in ingots, pigs or sheets.

Cement.  
 Fire-bricks.  
 Flaxseed.  
 Grindstones.  
 Guano.  
 Hide, THROUGH.  
 Hay, pressed, at owner's risk from fire.  
 Hides, dry, green or Spanish.  
 Hogs' or Cattle Hair, in bags, boxes, bales, casks or bundles.  
 Hemp and Flax.  
 Ice, at owner's risk.  
 Iron and other Ore.  
 Lard, way.  
 Mill Stones.  
 Oil, fish, tanner's and rosin oil, THROUGH.  
 Pork, salted, loose.  
 Pork, fresh, at owner's risk.  
 Potatoes, Turnips, and similar roots.  
 Printing Paper, THROUGH.  
 Queensware, in casks, THROUGH.  
 Ropes and Cordage, eastward.  
 Sawed Marble.  
 Soap, eastward.  
 Soapstone.  
 Stoves, THROUGH, at owner's risk.  
 Straw-paper and binding-boards.  
 Steam Engines, and heavy machinery.  
 Tin, in boxes.  
 Window Glass, eastward.  
 Wrapping Paper.  
 Zinc, in sheets or blocks.

## ARTICLES OF FOURTH CLASS.

Ashes, wood or leached.  
 Alcohol, THROUGH.  
 Bacon in casks, boxes or sacks, eastward.  
 Bark, ground or unground.  
 Barley and Malt.  
 Beef and Pork, pickled, salted, or dried, packed.  
 Boards and other sawed lumber.  
 Blooms and Anconies.  
 Bricks.  
 Bone Dust, in casks.  
 Bones, Horns, and Glue pieces.  
 Broken Castings.  
 Burr Blocks.  
 Candles, THROUGH, eastward.  
 Castings, heavy, not liable to be broken.  
 Cinders.  
 Clay, Earth, Sand or Gravel.  
 Coal, mineral.  
 Cheese, eastward, THROUGH.

Codfish.  
 Coffee, THROUGH.  
 Cotton, compressed bales.  
 Earthen and Stoneware.  
 Firewood.  
 Fish, in barrels.  
 Flour, calculating 200 lbs. per barrel.  
 German Clay.  
 Grain, in bags.  
 Heading and Hoop Poles.  
 Hemp, THROUGH, released.  
 Iron, sheet, bar, rolled, slit or hammered.  
 Lard and Lard Oil, THROUGH.  
 Lead, in pigs or sheets.  
 Lime, in barrels.  
 Lumber.  
 Manure, except Guano.  
 Marble, in blocks, rough.  
 Nails and Spikes.  
 Oil Cake.  
 Pig and Scrap Iron.  
 Pork, fresh, in full car loads, at owner's risk.  
 Plaster.  
 Posts and Rails.  
 Queensware, in crates, THROUGH.  
 Railroad Ties and Sills.  
 Rice, THROUGH.  
 Saltpetre, crude.  
 Salt, ground, THROUGH.  
 Shingles and Laths.  
 Slate or Tile, for roofing.  
 Staves.  
 Stone, for lime or building.  
 Sugar, in hogsheads, THROUGH.  
 Sunach.  
 Soda ash.  
 Tallow, THROUGH.  
 Tar, Pitch and Rosin.  
 Timber, round or hewn.  
 Tobacco, leaf or manufactured, eastward.  
 Whiskey, eastward.  
 Whiting, THROUGH.

Unenumerated articles will be taken at the rates charged on analogous or like articles.

## No. 15.

## REPORT OF TONNAGE OF ARTICLES

*Sent from and Received at Philadelphia, via Penna. R. R. during the year 1854.*

LIST OF ARTICLES.	PITTSBURGH.		WAY STATIONS.	
	Forwarded.	Received.	Forwarded.	Received.
Agricultural Implements, - - -	41,085	11,616	28,973	11,466
Boots, Shoes, Hats, etc., - - -	5,425,702		564,867	
Books and Stationery, - - -	1,958,368	268,199	152,637	
Butter and Eggs, - - -		2,715,738		1,518,551
Brown Sheetmg and Bagging, - -	3,875,990		122,840	
Bark and Sumac, - - -				1,475,109
Cedarware, - - -	89,408		122,108	
Confectionery and Foreign Fruits, -	706,678		263,517	
Coffee, - - -	3,616,668		971,142	
Cotton, - - -		1,024,736		
Coal, - - -			13,385	59,584,648
Copper, Tin and Lead, - - -	445,057	417,430	257,118	800
Dry Goods, - - -	35,348,956	463,159	2,908,970	20,344
Drugs, Medicines and Dye Stuffs, -	3,926,666	176,397	660,878	2,811
Earthenware, - - -		147,487		
Fresh Meats, Poultry and Fish, - -		464,615		236,867
Flour, - - -		20,545,160	35,035	9,617,578
Feathers, Furs and Skins, - - -		420,281		47,313
Furniture and Oil Cloth, - - -	1,775,631	70,039	298,779	52,201
Glass and Glassware, - - -	485,253	586,938	148,992	20,907
Green and Dried Fruits, - - -		1,720,340		898,315
Grass and other Seeds, - - -		770,468		206,505
Grain, of all kinds, - - -		1,033,541		4,187,692
Groceries (except Coffee), - - -	3,501,589	537,713	5,108,288	6,360
Ginseng, - - -		78,811		
Guano, - - -	685		32,548	1,000
Hardware, - - -	6,620,691	494,398	1,319,328	270,618
Hides and Hair, - - -	7,883	235,897	2,558,482	149,712
Hemp and Cordage, - - -	66,538	1,056,548	82,580	
Iron, rolled, hammered, etc., - -	7,644,811	30,934	2,516,088	1,060,761
Iron Ore, - - -			23,795	
Iron, Blooms and Pig, - - -				1,075,284
Live Stock, - - -	51,355	18,351,157	167,400	3,205,283
Leather, - - -	1,282,933	490,805	92,785	2,692,863
Lard, Lard Oil and Tallow, - - -		9,363,167		95,639
Lumber and Timber, - - -	10,187	21,000	19,200	7,770,718
Machinery and Castings, - - -	2,017,729	630,390	2,062,740	63,279
Marble and Cement, - - -	1,741,369	23,643	2,388,173	
Malt and Malt Liquors, - - -	130,065	253,463	186,313	
Nails and Spikes, - - -			353,243	315,863
Oil, - - -	324,920		332,870	
Oysters, - - -	126,701		6,262	
Paper and Rags, - - -	830,274	45,321		224,451
Potatoes, Turnips, etc., - - -	389,518	1,579,529	86,811	320,594
Pot, Pearl and Soda Ash, - - -	803,509	134,832		
Queensware, - - -	2,213,386		353,010	
Salt, - - -	5,755		562,854	
Salt Meats and Fish, - - -	1,481,177	35,099,277	711,444	86,827
Soap and Candles, - - -		945,208		
Tobacco, - - -	389,213	1,753,253	190,048	
Tar, Pitch and Rosin, - - -	46,017		55,440	
Wines and Liquors (foreign), - -	1,100,175		635,632	
Wine (domestic), - - -		15,914		
Whiskey and Alcohol, - - -		1,812,208		505,363
Wool and Woolen Yarn, - - -		3,810,214	23,288	165,255
Miscellaneous, - - -	1,359,309	172,716	284,150	43,139
Total First Class, - - -	45,932,640	3,437,566	5,897,800	2,016,397
Total Second Class, - - -	22,677,912	11,087,560	8,707,412	4,710,706
Total Third Class, - - -	3,667,662	21,101,630	5,934,798	3,526,209
Total Fourth Class, - - -	17,657,124	72,025,149	6,092,008	85,679,844
Total during month. Pounds, -	89,935,338	107,651,905	26,632,018	95,923,156

GEO. W. FERNON, *Ch. Clerk Freight Department.*





No. 16—continued.

FROM	Philadelphia.	Baltimore.	Lancaster.	Columbia.	Harrisburg.	Cove.	Duncannon.	Newport.	Millersstown.	Perryville.	Mifflin.	Lewistown.	McVeyton.	Newton	Hamilton.	Mt. Union.	Mapleton.	Mill Creek.	Huntingdon.	Petersburg.	Spring Creek.	Tyone.	Tipton.
Petersburg,	707,464		350		11,960		200			50	2,050	1,300	150			2,100		13,396	40,811		36,280	120,936	250
Spring Creek,	966,939	400	925		29,440						7,942	13,374	1,960			22,775	5,700	13,557	84,195	18,639	Barree,	47,174	27,737
Tyone, -	4,897,865	1,750	35,598	1,300	234,454		3,580	16,660	16,020	148,702	74,245	56,284	36,530	160,951		20,765	800	13,405	54,228	123,577	116,865		11,531
Tipton, -	1,825,806	200			1,407,035			45,000		42,000	15,075	30,565		1,800					183,350	99,900	61,666		
Fosteria, -	33,300				100			50				200							12,122		52,390	231	
Bell's Mills,	617,162				155,448			70,000	62,000		166,650	130,000	6,000	54,500		8,100	5,000		105,200	54,000	94,478	2,430	630
Altoona, -	159,879	1,004			53,610						2,251	21,385	25,420	120		905	70	450	41,788	50,195	6,220	13,578	452
Duncansville,	62,264	34,300	13,610		34,651			2,040	600										13,534	6,100	6,200	30,147	4,408
Holidaysburg,	1,486,680	55,392	134,313	36,130	124,284	23,200	8,800		8,250	600	6,473	18,078		2,220		11,602		925	34,178	93,365	90,562	127,800	10,300
Hollidaysburg,	173,824	2,393	475	920	1,641		633				415	100							23,411	2,150	10,880	38,610	
Gallatin, -	42,446	696			8,120			3,421				12,525	425			735			3,850	5,090	11,150	600	
Cresson, -	1,471,465	48,000			33,062						62,504							100	1,422	600	470	5,304	
Johnstown,	1,028,146	1,746			2,470		495		480			13,364	2,200						1,547	1,000	1,461	3,755	
Summit, -	8,571				100													1267		2,120			
New Florence,	26,435	1,502														98			15,040	185		130,608	
Lockport, -	171,279				15,000							20,175											
Blairsville,	2,524,540	300	147,224	58,635	14,955							76,955	120	1,750							2,350	33,313	
Derry, -	194,119				368																		
St. Clair, -	109,143	19,078	440									30						60	77		16,084	33,377	
Latrobe, -	2,022,340	63,042			142,000							100	800	2,000					598			1,740	
Greensburg,	2,135,569	572,564	52,200	528,000	4,649																2,000		
Monor, -	563,147	80,166	240		45																		
Irwin's, -	50,852,056	4,951			232,000						52,000											100	
Larimer's,	8,173,895				1,461,500														25		32,400	32,000	
Stewart's, -	3,775,200	4,004,600																					
Brinton's, -														1,200									
Wilkinsburg,	155,030																				200		
East Liberty,	307,938																				612,836		
Pittsburgh,	94,239,939	20,900,424	700,199	201,479	2,925,056	11,848	47,879	141,572	7,595	14,068	73,429	752,896	74,680	12,813		74,899		66,395	313,300	82,174		888,755	44,595
Totals,	201,977,628	22,619,902	2,433,806	6,297,967	10,315,338	72,254	1,785,551	2,018,020	721,272	2,036,442	1,787,243	4,791,502	617,638	347,966	1,448,244	12,866		433,177	2,547,873	887,184	2,303,791	5,495,744	344,703



No. 16—continued.

## ANNUAL REPORT, 1854.

## GENERAL STATEMENT

*Of Freight sent from each Station to each Station on Pennsylvania Railroad, in pounds.*

FROM	TOTALS.
Philadelphia,	118,785,716
Baltimore,	90,881,909
Annapolis,	9,886,801
Lancaster,	329,145
Columbia,	549,452
Harrisburg,	3,378,901
Cove,	2,041,192
Duncannon,	9,796,867
Newport,	163,921
Millertown,	3,870,929
Perryville,	22,868
Millin,	2,094,995
Lewistown,	1,387,502
McVeyton,	3,398,231
N. Hamilton,	29,677
Mount Union,	46,314
Mapleton,	12,363,687
Mt. Pleasant,	13,393,147
Huntingdon,	193,595
Petersburg,	6,913
Spruce Creek,	127,615
Tyronen,	3,340,192
-	987,562
-	1,223,407
-	228,862
-	631,503
-	1,087,231
-	983,821
-	972,377
-	1,956,439
-	7,880,857
-	5,437,632
-	3,743,065
-	11,579,674
-	4,616,834
-	418

No. 16—continued.

FROM	Fosteria.	Bell's Mills.	Altoona.	Hollidaysburg or	Gallitzin.	Cresson.	Wilmore.	Johnstown.	Summit.	New Florence.	Lockport.	Blairsville.	Derry.	St Clair.	Latrobe.	Greensburg.	Manor.	Irwin's.	Stewart's and Larimer's.	Brinton's and E. Liberty.	Pittsburgh.	TOTALS.
Fosteria. -	7,134	216	20,400	1,300		616	15,680	314,840				1,476			1,786						1,100	149,832
Bell's Mills,			1,386,271	264,113								26,376			800	1,420					252,997	3,782,471
Altoona, -	33,858	5,250	13,321	704,682	33,426	14,507	3,430	23,025	87,700	800	1,500	2,300									4,750,353	7,176,254
Duncansville,		5,429	704,410		86,275	16,000	40,400	798,980													878,110	2,883,845
Hollidaysburg,	30,820	115,894	708,397	5,296	42,060	29,917	33,897	303,364	3,605	1,570	225	28,329	1,000	300	205	10,266		5,918	445	200	2,706,992	6,364,537
Gallitzin, -	55,703	600	10,195			10,238	1,540	47,074			2,228	7,760			4,104	2,394		4,164		2,830	418,550	823,398
Cresson, -		8,000	24,826		22,930	10,750	7,127	80,408							1,300	720		817			23,779	288,444
Wilmore, -			47,543	5,523	37,802	296	Portage & Sum. 4,644	6,200				400	300			27,256				39,252		1,749,778
Johnstown,		34,576	17,505	18,353	61,492	27,355	25,958	39,175	20,583	251,787	5,201	83,336	5,500	6,465	56,611	24,997			900		14,855,802	16,776,165
Summit, -			2,100	130	795	1,400	32,330	339,215	1,166	1,700		4,276	2,533	100	79,330	207,945	16,400	11,000		894	894,927	1,658,415
New Florence,			5,794	3,672	49,122		21,922	210,935	7,812	31,455		12,832	4,075	1,000	10,292	27,337	300	14,730	9,365	49,500	2,656,421	3,499,960
Lockport, -			1,530	53,572								Inside.										
Blairsville,	16,000	15,684	124,292	22,472	44,473	133,275	20,469	409,126	61,630	80,333	22,592	15,708	10,519	22,041	147,395	90,809	1,000		900		315,142	4,495,287
Derry, -			17,795	85	5,103	1,200	35	61,229	49,500	11,654	9,019	22,200			136,335	3,950					1,570,245	2,146,345
St. Clair, -			15,999	7,260	2,756	1,677		67,821	27,958	50		21,435			114,380	3,965			100	180	1,842,369	2,334,371
Latrobe, -	66,300		198,214	140,551	36,920	53,306	31,787	891,318	59,492	69,946	18,378	28,555	6,968	3,725	7,075	11,164	1,154	2,181	183	1,856	680,091	5,000,539
Greensburg,			8,707	1,497	10,240	40,857	1,015	690,590	150	1,098	1,328	90,475	48,415	10,922	3,313	12,859	2,281	13,275	1,637	6,693	994,387	5,226,214
Manor, -				255	50		910	14,240		100	70	6,410			27,576	37,168	626	463	5,984	8,404	628,386	1,233,057
Irwin's, -			451,822		55,420	15,867	24,616	669,218	15,616	400	193,500	16,018			1,928				5,832	297,201	54,886,517	
Larimer's,								42,100		99,500					14,000				518	100	17,434	11,014,467
Stewart's,				32,400				908,050				637				532	100	3,254	5,892		106,518	8,919,460
Brinton's,			4,733		480,000			4,262				2,320			50				200			8,845
Wilksburg,			1,260	4,750	50	660		700	200		475			247		620		100,300	6,590	200	15,300	659,933
East Liberty,		43,525	846,322	1,398,313	710,605	633,533	913,794	5,662,837	133,707	602,865	249,002	2,438,415	112,876	67,971	1,749,769	3,121,310	1,111,809	950,896	338,621	343,773		457,100
Pittsburgh,																						153,071,521
Totals,	328,288	549,211	12,978,947	5,409,471	2,478,854	1,379,901	1,845,253	16,570,375	570,328	1,371,552	651,710	4,370,346	252,958	809,336	2,778,037	4,500,051	1,216,083	1,405,221	544,022	674,542	168,731,364	500,190,889

GEORGE W. FERNON,

Chief Clerk, Freight Dep't.

## No. 17.

## ANNUAL REPORT, 1854.

## STATEMENT

*Comprising General Information from Books of Freight Department, of Tonnage, Mileage, (tons carried one mile,) Cash Receipts, State Tax, Motive Power, Toll, &c.*

MILEAGE ON PENNSYLVANIA RAILROAD.																													
1854.	TONS THROUGH FREIGHT.				TONS LOCAL FREIGHT.				NUMBER OF CARS TO AND FROM PHILADELPHIA.				AVERAGE LOAD PER CAR.				TONS BALTIMORE FREIGHT.		TONS MOVED.		THROUGH.				LOCAL.		TOTAL.		
	East.		West.		East.		West.		East.		West.		East.		West.		East.		West.		East.		West.		East.			West.	
January,	6,148	3,306	7,411	4,510	2,715	2,710	6,325	4,548	1,234	248	21,375	1,364,296	737,244	951,341	563,029	3,615,910													
February,	7,889	4,895	6,399	2,892	3,272	2,671	5,936	3,816	1,456	269	22,074	1,769,076	1,213,894	883,085	342,603	4,208,658													
March,	11,051	9,726	4,786	3,900	4,062	3,974	7,553	5,115	1,772	337	29,463	2,800,462	2,412,033	739,002	491,351	6,442,848													
April,	6,375	4,964	5,786	5,222	2,823	2,461	6,431	5,324	1,283	348	22,347	1,681,114	1,231,059	818,134	401,252	4,134,559													
May,	4,848	2,755	4,800	2,755	2,602	2,430	5,623	3,069	642	307	15,158	1,432,703	674,060	663,402	419,556	3,189,721													
June,	2,917	1,847	6,462	2,959	2,306	2,139	5,537	2,639	905	126	14,184	762,982	457,997	621,795	527,748	2,370,522													
July,	1,797	1,742	5,316	2,156	2,416	2,382	4,730	1,490	324	184	11,010	445,658	431,900	1,238,878	536,431	2,652,867													
August,	1,473	3,654	12,991	3,405	2,567	2,415	6,005	4,290	608	101	21,524	365,248	906,300	3,101,485	388,732	4,761,765													
September,	2,227	2,999	8,785	3,804	2,586	2,358	6,360	4,241	569	1,160	17,916	552,175	726,172	1,515,429	551,490	3,345,266													
October,	1,455	3,844	8,846	9,429	2,297	2,143	7,196	5,582	1,133	832	23,573	360,699	953,250	1,086,998	919,104	3,320,051													
November,	2,157	2,132	10,660	7,055	2,582	2,452	6,705	2,870	836	607	22,001	522,627	528,853	1,571,442	912,013	3,537,935													
December,	2,114	1,477	6,694	5,809	1,707	1,885	6,934	2,461	579	601	16,096	487,296	366,706	893,638	591,970	2,339,610													
Totals,	50,451	43,341	88,936	53,996	31,935	30,020	6,374	3,882	11,341	5,120	236,724	12,544,336	10,639,468	14,087,629	6,648,279	43,919,712													

# No. 17—continued.

1854.	MILEAGE ON		TONS.	MILEAGE OF		STATE TAX ON		RECEIPTS.			
	HAR. AND LAN. RAILROAD.	COLUMBIA RAILROAD.		SUBJECT TO STATE TAX.	TAXED TONNAGE.	REGULAR FREIGHTS.	FOR FREIGHT PROPR.	FOR OVERSEER EX-TOLLS, AND FROM OTHER SOURCES.	FOR MOTIVE POWER ON HAR. AND LAN. R. R.	T O T A L.	
January, -	438,835	1,210,580	20,821	3,610,260	10,830 78	184,297 37	3,596 07	903 02	\$188,796 46		
February, -	485,836	1,340,236	21,486	4,202,482	12,607 44	208,477 68	3,472 55	863 12	212,813 35		
March, -	690,241	1,904,113	29,058	6,438,523	19,315 57	334,538 89	3,038 05	903 72	338,480 66		
April, -	471,362	1,300,311	21,297	4,119,696	12,359 08	176,711 84	3,509 37	842 54	181,063 75		
May, -	337,792	931,840	14,453	3,183,073	9,549 22	132,711 48	3,976 32	786 59	137,474 39		
June, -	268,001	739,314	9,075	2,456,877	7,370 63	101,793 93	4,626 26	836 47	107,256 66		
July, -	253,006	697,949	10,580	2,644,589	7,933 76	88,005 96	3,108 73	388 01	91,502 70		
August, -	473,999	1,307,584	20,879	4,754,964	14,264 89	165,388 45	4,170 63	548 10	170,107 18		
September, -	332,431	917,055	17,159	3,336,025	10,008 07	153,493 02	4,783 56	656 51	158,933 09		
October, -	349,562	964,310	22,735	3,313,227	9,939 68	169,076 14	4,505 17	643 63	174,224 94		
November, -	351,750	970,347	21,322	3,830,886	11,492 65	141,186 76	6,413 69	695 17	148,295 62		
December, -	246,538	680,106	15,316	2,031,357	6,094 10	109,342 06	7,540 78	779 91	117,662 75		
Totals, -	4,699,353	12,963,745	224,181	43,921,959	\$131,765 87	\$1,965,023 58	\$52,741 18	\$8,846 79	\$2,026,611 55		

GEORGE W. FERNON, Ch. Clerk Freight Dep't.